24th Congress, 1st Session. [Doc. No. 2.] Ho. of Reps. Executive.

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES,

TO

THE TWO HOUSES OF CONGRESS,

AT THE

COMMENCEMENT OF THE FIRST SESSION

OF THE

TWENTY-FOURTH CONGRESS.

DECEMBER 8, 1835.

Read, and committed to a Committee of the Whole House on the state of the Union.

WASHINGTON:

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1835.

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MESSAGE.

Fellow-citizens of the Senate
and House of Representatives:

In the discharge of my official duty, the task again devolves upon me of communicating with a new Congress. The reflection that the representation of the Union has been recently renewed, and that the constitutional term of its service will expire with my own, heightens the solicitude with which I shall attempt to lay before it the state of our national concerns, and the devout hope which I cherish, that its labors to improve them may be crowned with success.

You are assembled at a period of profound interest to the American patriot. The unexampled growth and prosperity of our country having given us a rank in the scale of nations which removes all apprehension of danger to our integrity and independence from external foes, the career of freedom is before us, with an earnest from the past, that, if true to ourselves, there can be no formidable obstacle in the future to its peaceful and uninterrupted pursuit. Yet, in proportion to the disappearance of those apprehensions which attended our weakness, as once contrasted with the power of some of the states of the old world, should we now be solicitous as to those which belong to the conviction that it is to our own conduct we must look for the preservation of those causes on which depend the excellence and the duration of our happy system of Government.

In the example of other systems founded on the will of the People, we trace to internal dissension the influences which have so often blasted the hopes of the friends of freedom. The social elements, which were strong and successful when united against external danger, failed in the more difficult task of properly adjusting their own internal organization, and thus gave way the great principle of self-government. Let us trust that this admonition will never be forgotten by the Government or the People of the United States; and that the testimony which our experience thus far holds out to the great human family, of the practicability and the blessings of free government, will be confirmed in all time to come.

We have but to look at the state of our agriculture, manufactures, and commerce, and the unexampled increase of our population, to feel the magnitude of the trust committed to us. Never, in any former period of our history, have we had greater reason than we now have, to be thankful to Divine Providence for the blessings of health and general presperity. Every branch of labor we see crowned with the most abundant rewards: in every element of national resources and wealth, and of individual comfort, we witness the most rapid and solid improvements. With no interruptions to this pleasing prospect at home which will not yield to the spirit of harmony and good will that so strikingly pervades the mass of the people in every quarter, amidst all the diversity of interests and pursuits to which they are attached: and with no cause of solicitude in regard to our exter-

nal affairs, which will not, it is hoped, disappear before the principles of sim ple justice and the forbearance that marks our intercourse with foreign pow ers—we have every reason to feel proud of our beloved country.

The general state of our Foreign Relations has not materially change since my last annual message.

In the settlement of the question of the Northeastern Boundary, litt progress has been made. Great Britain has declined acceding to the pr position of the United States, presented in accordance with the resolution the Senate, unless certain preliminary conditions were admitted, which deemed incompatible with a satisfactory and rightful adjustment of th controversy. Waiting for some distinct proposal from the Government Great Britain, which has been invited, I can only repeat the expression my confidence, that with the strong mutual disposition which I believe ex ists, to make a just arrangement, this perplexing question can be settle with a due regard to the well-founded pretensions and pacific policy of a the parties to it. Events are frequently occurring on the Northeastern fro tier, of a character to impress upon all the necessity of a speedy and defin tive termination of the dispute. This consideration, added to the desi common to both, to relieve the liberal and friendly relations so happily ex isting between the two countries from all embarrassment, will, no doub have its just influence upon both.

Our diplomatic intercourse with Portugal has been renewed, and it i expected that the claims of our citizens, partially paid, will be fully satisfie as soon as the condition of the Queen's Government will permit the prope attention to the subject of them. That Government has, I am happy to in form you, manifested a determination to act upon the liberal principle which have marked our commercial policy;—the happiest effects upon th future trade between the United States and Portugal, are anticipated fro it, and the time is not thought to be remote when a system of perfect rec procity will be established.

The instalments due under the Convention with the King of the Tw Sicilies, have been paid with that scrupulous fidelity by which his whol conduct has been characterized, and the hope is indulged, that the adjus ment of the vexed question of our claims will be followed by a more ex tended and mutually beneficial intercourse between the two countries.

The internal contest still continues in Spain. Distinguished as thi struggle has unhappily been, by incidents of the most sanguinary characte the obligations of the late treaty of indemnification with us, have been, n vertheless, faithfully executed by the Spanish Government.

No provision having been made at the last session of Congress for th ascertainment of the claims to be paid, and the apportionment of the funds under the convention made with Spain, I invite your early attention to th subject. The public evidences of the debt have, according to the terms of the convention, and in the forms prescribed by it, been placed in the pos session of the United States, and the interest, as it fell due, has been regu larly paid upon them. Our commercial intercourse with Cuba stands a regulated by the act of Congress. No recent information has been receive as to the disposition of the Government of Madrid on this subject, and th lamented death of our recently appointed minister, on his way to Spain with the pressure of their affairs at home, render it scarcely probable tha any change is to be looked for during the coming year. Further portion of the Florida Archives have been sent to the United States, although th death of one of the Commissioners, at a critical moment, embarrassed th

progress of the delivery of them. The higher officers of the local Government have recently shown an anxious desire, in compliance with the orders from the parent Government, to facilitate the selection and delivery of all we have a right to claim.

Negotiations have been opened at Madrid for the establishment of a lasting peace between Spain and such of the Spanish American Governments of this hemisphere as have availed themselves of the intimation given to all of them, of the disposition of Spain to treat upon the basis of their entire independence. It is to be regretted, that simultaneous appointments, by all, of ministers to negotiate with Spain, had not been made; the negotiation itself would have been simplified, and this long-standing dispute, spreading over a large portion of the world, would have been brought to a more speedy conclusion.

Our political and commercial relations with Austria, Prussia, Sweden, and Denmark, stand on the usual favorable bases. One of the articles of our treaty with Russia, in relation to the trade on the Northwest coast of America, having expired, instructions have been given to our Minister at St. Petersburg to negotiate a renewal of it. The long and unbroken amity between the two Governments gives every reason for supposing the article will be renewed, if stronger motives do not exist to prevent it than, with our view of the subject, can be anticipated here.

I ask your attention to the message of my predecessor at the opening of the second session of the nineteenth Congress, relative to our commercial intercourse with Holland, and to the documents connected with that subject, communicated to the House of Representatives on the 10th of January, 1825, and 18th January, 1827. Coinciding in the opinion of my predecessor, that Holland is not, under the regulations of her present system, entitled to have her vessels and their cargoes received into the United States on the footing of American vessels and cargoes, as regards duties of tonnage and impost, a respect for his reference of it to the Legislature, has alone prevented me from acting on the subject. I should still have waited, without comment, for the action of Congress, but recently a claim has been made by Belgian subjects to admission into our ports for their ships and cargoes, on the same footing as American, with the allegation we could not dispute, that our vessels received in their ports the identical treatment shown to them in the ports of Holland, upon whose vessels no discrimination is made in the ports of the United States. Giving the same privileges, the Belgians expected the same benefits—benefits that were in fact enjoyed when Belgium and Holland were united under one Government. Satisfied with the justice of their pretension to be placed on the same footing with Holland, I could not, nevertheless, without disregard to the principle of our laws, admit their claim to be treated as Americans; and at the same time a respect for Congress, to whom the subject had long since been referred, has prevented me from producing a just equality, by taking from the vessels of Holland privileges conditionally granted by acts of Congress, although the condition upon which the grant was made, has, in my judgment, failed since 1822. I recommend, therefore, a review of the act of 1824, and such a modification of it as will produce an equality, on such terms as Congress shall think best comports with our settled policy, and the obligations of justice to two friendly powers.

With the Sublime Porte, and all the Governments on the coast of Barbary, our relations continue to be friendly. The proper steps have been taken to renew our treaty with Morocco.

The Argentine Republic has again promised to send, within the curren year, a Minister to the United States.

A convention with Mexico for extending the time for the appointment o commissioners to run the boundary line has been concluded, and will b submitted to the Senate. Recent events in that country have awakened the liveliest solicitude in the United States. Aware of the strong tempta tions existing, and powerful inducements held out to the citizens of the United States to mingle in the dissensions of our immediate neighbors instructions have been given to the District Attorneys of the United States where indications warranted it. to prosecute, without respect to persons, al who might attempt to violate the obligations of our neutrality; while, a the same time, it has been thought necessary to apprize the Government o Mexico that we should require the integrity of our territory to be scrupulously respected by both parties.

From our diplomatic agents in Brazil, Chile, Peru, Central America, Venezuela, and New Granada, constant assurances are received of the continued good understanding with the Governments to which they are severally accredited. With those Governments upon which our citizens have valid and accumulating claims, scarcely an advance towards a settlement of them is made, owing mainly to their distracted state, or to the pressure of imperative domestic questions. Our patience has been, and will probably be still further severely tried; but our fellow-citizens whose interests are involved, may confide in the determination of the Government to obtain for them, eventually, ample retribution.

Unfortunately, many of the nations of this hemisphere are still self-tormented by domestic dissensions. Revolution succeeds revolution; injuries are committed upon foreigners engaged in lawful pursuits; much time elapses before a Government sufficiently stable is erected to justify expectation of redress. Ministers are sent and received, and before the discussions of past injuries are fairly begun, fresh troubles arise; but too frequently new injuries are added to the old, to be discussed together, with the existing Government, after it has proved its ability to sustain the assaults made upon it, or with its successor, if overthrown. If this unhappy condition of things continues much longer, other nations will be under the painful necessity of deciding whether justice to their suffering citizens does not require a prompt redress of injuries by their own power, without waiting for the establishment of a Government competent and enduring enough to discuss and to make satisfaction for them.

Since the last session of Congress, the validity of our claims upon France, as liquidated by the treaty of 1831, has been acknowledged by both branches of her Legislature, and the money has been appropriated for their discharge; but the payment is, I regret to inform you, still withheld.

A brief recapitulation of the most important incidents in this protracted controversy will show how utterly untenable are the grounds upon which this course is attempted to be justified.

On entering upon the duties of my station, I found the United States an unsuccessful applicant to the justice of France, for the satisfaction of claims, the validity of which was never questionable, and has now been most solemnly admitted by France herself. The antiquity of these claims, their high justice, and the aggravating circumstances out of which they arose, are too familiar to the American people to require description. It is sufficient to say, that, for a period of ten years and upwards, our commerce was,

with but little interruption, the subject of constant aggressions on the part of France—aggressions, the ordinary features of which were condemnations of vessels and cargoes under arbitrary decrees, adopted in contravention, as well of the laws of nations as of treaty stipulations; burnings on the high seas; and seizures and confiscations, under special imperial rescripts, in the ports of other nations occupied by the armies, or under the control of France. Such, it is now conceded, is the character of the wrongs we suffered—wrongs, in many cases, so flagrant, that even their authors never denied our right to reparation. Of the extent of these injuries, some conception may be formed from the fact, that after the burning of a large amount at sea, and the necessary deterioration, in other cases, by long detention, the American property so seized and sacrificed at forced sales, excluding what was adjudged to privateers before or without condemnation, brought into the French treasury upwards of twenty-four millions of francs, besides large custom-house duties.

The subject had already been an affair of twenty years' uninterrupted negotiation, except for a short time, when France was overwhelmed by the military power of united Europe. During this period, whilst other nations were extorting from her payment of their claims at the point of the bayonet, the United States intermitted their demand for justice, out of respect to the oppressed condition of a gallant people, to whom they felt under obligations for fraternal assistance in their own days of suffering and of peril. The bad effects of these protracted and unavailing discussions, as well upon our relations with France as upon our national character, were obvious; and the line of duty was to my mind equally so. This was, either to insist upon the adjustment of our claims within a reasonable period, or to abandon them altogether. I could not doubt that, by this course, the interests and honor of both countries would be best consulted. Instructions were therefore given in this spirit to the Minister who was sent out once more to demand reparation. Upon the meeting of Congress, in December, 1829, I felt it my duty to speak of these claims, and the delays of France, in terms calculated to call the serious attention of both countries to the subject. The then French Ministry took exception to the message, on the ground of its containing a menace, under which it was not agreeable to the French Government to negotiate. The American Minister, of his own accord, refuted the construction which was attempted to be put upon the message, and, at the same time, called to the recollection of the French Ministry, that the President's message was a communication addressed, not to foreign Governments, but to the Congress of the United States, in which it was enjoined upon him, by the Constitution, to lay before that body information of the state of the Union, comprehending its foreign as well as its domestic relations; and that if, in the discharge of this duty, he felt it incumbent upon him to summon the attention of Congress, in due time, to what might be the possible consequences of existing difficulties with any foreign Government, he might fairly be supposed to do so, under a sense of what was due from him in a frank communication with another branch of his own Government, and not from any intention of holding a menace over a foreign power. The views taken by him received my approbation, the French Government was satisfied, and the negotiation was continued. It terminated in the treaty of July 4, 1831, recognizing the justice of our claims, in part, and promising payment to the amount of twenty-five millions of francs, in six annual instalments.

The ratifications of this treaty were exchanged at Washington, on the 2d of February, 1832, and in five days thereafter it was laid before Congress, who immediately passed the acts necessary, on our part, to secure to France the commercial advantages conceded to her in the compact. The treaty had previously been solemnly ratified by the King of the French, in terms which are certainly not mere matters of form, and of which the translation is as follows: "We, approving the above Convention, in all and each of the dispositions which are contained in it, do declare, by ourselves, as well as by our heirs and successors, that it is accepted, approved, ratified, and confirmed; and by these presents, signed by our hand, we do accept, approve, ratify, and confirm it; promising, on the faith and word of a King, to observe it, and to cause it to be observed inviolably, without ever contravening it, or suffering it to be contravened, directly or indirectly, for any cause, or under any pretence whatsoever."

Official information of the exchange of ratifications in the United States reached Paris whilst the Chambers were in session. The extraordinary, and to us injurious, delays of the French Government, in their action upon the subject of its fulfilment, have been heretofore stated to Congress, and I have no disposition to enlarge upon them here. It is sufficient to observe, that the then pending session was allowed to expire without even an effort to obtain the necessary appropriations: that the two succeeding ones were also suffered to pass away without any thing like a serious attempt to obtain a decision upon the subject; and that it was not until the fourth session, almost three years after the conclusion of the treaty, and more than two years after the exchange of ratifications, that the bill for the execution of the treaty was pressed to a vote, and rejected.

In the mean time, the Government of the United States, having full confidence that a treaty entered into and so solemnly ratified by the French King, would be executed in good faith, and not doubting that provision would be made for the payment of the first instalment which was to become due on the second day of February, 1833, negotiated a draft for the amount through the Bank of the United States. When this draft was presented by the holder, with the credentials required by the treaty to authorize him to receive the money, the Government of France allowed it to be protested. In addition to the injury in the nonpayment of the money by France, conformably to her engagement, the United States were exposed to a heavy claim on the part of the bank, under pretence of damages, in satisfaction of which that institution seized upon, and still retains, an equal amount of the public moneys. Congress was in session when the decision of the Chambers reached Washington; and an immediate communication of this apparently final decision of France not to fulfil the stipulations of the treaty, was the course naturally to be expected from the President. The deep tone of dissatisfaction which pervaded the public mind, and the correspondent excitement produced in Congress by only a general knowledge of the result, rendered it more than probable, that a resort to immediate measures of redress would be the consequence of calling the attention of that body to the subject. Sincerely desirous of preserving the pacific relations which had so long existed between the two countries, I was anxious to avoid this course if I could be satisfied that, by doing so, neither the interest nor the honor of my country would be compromitted. Without the fullest assurances upon that point, I could not hope to acquit myself of the responsibility to be incurred in suffering Congress to adjourn without

ying the subject before them. Those received by me were believed to be that character.

That the feelings produced in the United States by the news of the rejection of the appropriation, would be such as I have described them to have been, was foreseen by the French Government, and prompt measures were taken by it to prevent the consequences. The King, in person, expressed through our Minister at Paris, his profound regret at the decision of the Chambers, and promised to send, forthwith, a national ship, with despatches to his Minister here, authorizing him to give such assurances as would satisfy the Government and people of the United States that the treaty would yet be faithfully executed by France. The national ship arrived, and the Minister received his instructions. Claiming to act under the authority derived from them, he gave to this Government, in the name of his, the most solemn assurances, that, as soon after the new elections as the charter would permit, the French Chambers would be convened, and the attempt to procure the necessary appropriations renewed: that all the constitutional powers of the King and his Ministers should be put in requisition to accomplish the object; and he was understood, and so expressly informed by this Government at the time, to engage that the question should be pressed to a decision at a period sufficiently early to permit information of the result to be communicated to Congress at the commencement of their next session. Relying upon these assurances, I incurred the responsibility, great as I regarded it to be, of suffering Congress to separate without communicating with them upon the subject.

The expectations justly founded upon the promises thus solemnly made to this Government by that of France, were not realized. The French Chambers met on the 31st of July, 1834, soon after the election; and although our Minister in Paris urged the French Ministry to bring the subject before them, they declined doing so. He next insisted that the Chambers, if prorogued without acting on the subject, should be reassembled at a period so early that their action on the treaty might be known in Washington prior to the meeting of Congress. This reasonable request was not only declined, but the Chambers were prorogued to the 29th of December, a day so late that their decision, however urgently pressed, could not, in all probability, be obtained in time to reach Washington before the necessary adjournment of Congress by the constitution. The reasons given by the Ministry for refusing to convoke the Chambers at an earlier period, were afterwards known not to be insuperable, by their actual convocation on the 1st of December, under a special call, for domestic purposes—which fact, however, did not become known to this Government until after the commencement of the last session of Congress.

Thus disappointed in our just expectations, it became my imperative duty to consult with Congress in regard to the expediency of a resort to retaliatory measures, in case the stipulations of the treaty should not be speedily complied with; and to recommend such as, in my judgment, the occasion called for. To this end, an unreserved communication of the case, in all its aspects, became indispensable. To have shrank, in making it, from saying all that was necessary to its correct understanding, and that the truth would justify, for fear of giving offence to others, would have been unworthy of us. To have gone, on the other hand, a single step further, for the purpose of wounding the pride of a Government and people with whom we had so many motives for cultivating relations of amity and reci-

procal advantage, would have been unwise and improper. Admonished by the past of the difficulty of making even the simplest statement of our wrongs, without disturbing the sensibilities of those who had, by their position, become responsible for their redress, and earnestly desirous of preventing further obstacles from that source, I went out of my way to preclude a construction of the message by which the recommendation that was made to Congress might be regarded as a menace to France, in not only disavowing such a design, but in declaring that her pride and her power were too well known to expect any thing from her fears. The message did not reach Paris until more than a month after the Chambers had been in session: and such was the insensibility of the Ministry to our rightful claims and just expectations, that our Minister had been informed that the matter, when introduced, would not be pressed as a cabinet measure.

Although the message was not officially communicated to the French Government, and notwithstanding the declaration to the contrary which it contained, the French Ministry decided to consider the conditional recommendation of reprisals, a menace and an insult, which the honor of the nation made it incumbent on them to resent. The measures resorted to by them to evince their sense of the supposed indignity, were, the immediate recall of their Minister at Washington, the offer of passports to the American Minister at Paris, and a public notice to the Legislative Chambers that all diplomatic intercourse with the United States had been suspended.

Having, in this manner, vindicated the dignity of France, they next proceeded to illustrate her justice. To this end, a bill was immediately introduced into the Chamber of Deputies, proposing to make the appropriations necessary to carry into effect the treaty. As this bill subsequently passed into a law, the provisions of which now constitute the main subject of difficulty between the two nations, it becomes my duty, in order to place the subject before you in a clear light, to trace the history of its passage, and to refer, with some particularity, to the proceedings and discussions in regard to it. The Minister of Finance, in his opening speech, alluded to the measures which had been adopted to resent the supposed indignity, and recommended the execution of the treaty as a measure required by the honor and justice of France. He, as the organ of the Ministry, declared the message, so long as it had not received the sanction of Congress, a mere expression of the personal opinion of the President, for which neither the Government nor people of the United States were responsible, and that an engagement had been entered into, for the fulfilment of which the honor of France was pledged. Entertaining these views, the single condition which the French Ministry proposed to annex to the payment of the money, was, that it should not be made until it was ascertained that the Government of the United States had done nothing to injure the interests of France; or, in other words, that no steps had been authorised by Congress of a hostile character towards France.

What the disposition or action of Congress might be, was then unknown to the French Cabinet. But, on the 14th of January, the Senate resolved that it was, at that time, inexpedient to adopt any legislative measures in regard to the state of affairs between the United States and France, and no action on the subject had occurred in the House of Representatives. These facts were known in Paris prior to the 28th of March, 1835, when the committee, to whom the bill of indemnification had been referred, reported it to the Chamber of Deputies. That committee substantially re-echoed the sentiments of the Ministry, declared that Congress had set aside the proposition

of the President, and recommended the passage of the bill, without any other restriction than that originally proposed. Thus was it known to the French Ministry and Chambers, that if the position assumed by them. and which had been so frequently and solemnly announced as the only one compatible with the honor of France, was maintained, and the bill passed as originally proposed, the money would be paid, and there would be an end of this unfortunate controversy.

But this cheering prospect was soon destroyed by an amendment introduced into the bill at the moment of its passage, providing that the money should not be paid until the French Government had received satisfactory explanations of the President's message of the 2d December, 1834; and what is still more extraordinary, the President of the Council of Ministers adopted this amendment, and consented to its incorporation in the bill. In regard to a supposed insult, which had been formally resented by the recall of their Minister, and the offer of passports to ours, they now, for the first time, proposed to ask explanations. Sentiments and propositions, which they had declared could not justly be imputed to the Government or people of the United States, are set up as obstacles to the performance of an act of conceded justice to that Government and people. They had declared that the honor of France required the fulfilment of the engagement into which the King had entered, unless Congress adopted the recommendations of the message. They ascertained that Congress did not adopt them, and yet that fulfilment is refused unless they first obtain from the President explanations of an opinion characterised by themselves as personal and inoperative.

The conception that it was my intention to menace or insult the Government of France, is as unfounded, as the attempt to extort from the fears of that nation what her sense of justice may deny, would be vain and ridiculous. But the Constitution of the United States imposes on the President the duty of laying before Congress the condition of the country, in its foreign and domestic relations, and of recommending such measures as may, in his opinion, be required by its interests. From the performance of this duty he cannot be deterred by the fear of wounding the sensibilities of the people or Government of whom it may become necessary to speak; and the American People are incapable of submitting to an interference, by any Government on earth, however powerful, with the free performance of the domestic duties which the Constitution has imposed on their public functionaries. The discussions which intervene between the several Departments of our Government belong to ourselves; and for any thing said in them, our public servants are only responsible to their own constituents, and to each other. If, in the course of their consultations, facts are erroneously stated, or unjust deductions are made, they require no other inducement to correct them, however informed of their error, than their love of justice, and what is due to their own character; but they can never submit to be interrogated upon the subject, as a matter of right, by a foreign power. When our discussions terminate in acts, our responsibility to foreign powers commences, not as individuals, but as a nation. The principle which calls in question the President for the language of his message, would equally justify a foreign power in demanding explanation of the language used in the report of a committee, or by a member in debate.

This is not the first time that the Government of France has taken exception to the messages of American Presidents. President Washington,

and the first President Adams, in the performance of their duties to the American people, fell under the animadversions of the French Directory. The objection taken by the Ministry of Charles X, and removed by the explanations made by our Minister upon the spot, has already been adverted to. When it was understood that the Ministry of the present King took exception to my message of last year, putting a construction upon it which was disavowed on its face, our late Minister at Paris, in answer to the note which first announced a dissatisfaction with the language used in the message, made a communication to the French Government, under date of the 29th of January, 1835, calculated to remove all impressions which an unreasonable susceptibility had created. He repeated, and called the attention of the French Government to, the disavowal contained in the message itself, of any intention to intimidate by menace; he truly declared that it contained, and was intended to contain, no charge of ill faith against the King of the French, and properly distinguished between the right to complain, in unexceptionable terms, of the omission to execute an agreement, and an accusation of bad motives in withholding such execution; and demonstrated, that the necessary use of that right ought not to be considered as an offensive imputation. Although this communication was made without instructions, and entirely on the Minister's own responsibility, yet it was afterwards made the act of this Government by my full approbation, and that approbation was officially made known on the 25th of April, 1835, to the French Government. It, however, failed to have any effect. The law, after this friendly explanation, passed with the obnoxious amendment, supported by the King's Ministers, and was finally approved by the King.

The People of the United States are justly attached to a pacific system in their intercourse with foreign nations. It is proper, therefore, that they should know whether their Government has adhered to it. In the present instance, it has been carried to the utmost extent that was consistent with a becoming self-respect. The note of the 29th of January, to which I have before alluded, was not the only one which our Minister took upon himself the responsibility of presenting, on the same subject, and in the same spirit. Finding that it was intended to make the payment of a just debt dependent on the performance of a condition which he knew could never be complied with, he thought it a duty to make another attempt to convince the French Government, that whilst self-respect and regard to the dignity of other nations, would always prevent us from using any language that ought to give offence, yet we could never admit a right in any foreign Government to ask explanations of, or to interfere in any manner in, the communications which one branch of our public councils made with another: that in the present case, no such language had been used, and that this had, in a former note, been fully and voluntarily stated before it was contemplated to make the explanation a condition: and that there might be no misapprehension, he stated the terms used in that note; and he officially informed them that it had been approved by the President, and that, therefore, every explanation which could reasonably be asked, or honorably given, had been already made; that the contemplated measure had been anticipated by a voluntary and friendly declaration, and was therefore not only useless, but might be deemed offensive, and certainly would not be complied with, if annexed as a condition.

When this latter communication, to which I specially invite the attention of Congress, was laid before me, I entertained the hope that the means

it was obviously intended to afford of an honorable and speedy adjustment of the difficulties between the two nations, would have been accepted; and I therefore did not hesitate to give it my sanction and full approbation. This was due to the Minister who had made himself responsible for the act; and it was published to the People of the United States, and is now laid before their Representatives, to show how far their Executive has gone in its endeavors to restore a good understanding between the two countries. It would have been, at any time, communicated to the Government of France, had it been officially requested.

The French Government having received all the explanation which honor and principle permitted, and which could in reason be asked, it was hoped it would no longer hesitate to pay the instalments now due. The agent authorized to receive the money was instructed to inform the French Minister of his readiness to do so. In reply to this notice, he was told that the money could not then be paid, because the formalities required by the act of the Chambers had not been arranged.

Not having received any official communication of the intentions of the French Government, and anxious to bring, as far as practicable, this unpleasant affair to a close before the meeting of Congress, that you might have the whole subject before you, I caused our Charge d'Affaires at Paris to be instructed to ask for the final determination of the French Government; and in the event of their refusal to pay the instalments now due, without further explanations, to return to the United States.

The result of this last application has not yet reached us, but is daily expected. That it may be favorable is my sincere wish. France having now, through all the branches of her Government, acknowledged the validity of our claims, and the obligation of the treaty of 1831; and there really existing no adequate cause for further delay, will, at length, it may be hoped, adopt the course which the interests of both nations, not less than the principles of justice, so imperiously require. The treaty being once executed on her part, little will remain to disturb the friendly relations of the two countries; nothing, indeed, which will not yield to the suggestions of a pacific and enlightened policy, and to the influence of that mutual good will, and of those generous recollections, which we may confidently expect will then be revived in all their ancient force. In any event, however, the principle involved in the new aspect which has been given to the controversy, is so vitally important to the independent administration of the Government, that it can neither be surrendered nor compromitted, without national degradation. I hope it is unnecessary for me to say that such a sacrifice will not be made through any agency of mine. The honor of my country shall never be stained by an apology from me for the statement of truth and the performance of duty; nor can I give any explanation of my official acts, except such as is due to integrity and justice, and consistent with the principles on which our institutions have been framed. This determination will, I am confident, be approved by my constituents. I have, indeed, studied their character to but little purpose, if the sum of twenty-five millions of francs will have the weight of a feather, in the estimation of what appertains to their national independence: and if, unhappily, a different impression should at any time obtain in any quarter, they will, I am sure, rally round the government of their choice with alacrity and unanimity, and silence for ever the degrading imputation.

Having thus frankly presented to you the circumstances which, since the last session of Congress, have occurred in this interesting and important matter, with the views of the Executive in regard to them, it is at this time only necessary to add, that, whenever the advices, now daily expected from our Charge d'Affaires shall have been received, they will be made the subject of a special communication.

The condition of the public finances was never more flattering than at the present period.

Since my last annual communication, all the remains of the Public Debt have been redeemed, or money has been placed in deposit for this purpose, whenever the creditors choose to receive it. All the other pecuniary engagements of the Government have been honorably and promptly fulfilled, and there will be a balance in the treasury, at the close of the present year, of about nineteen millions of dollars. It is believed, that after meeting all outstanding and unexpended appropriations, there will remain near eleven millions to be applied to any new objects which Congress may designate, or to the more rapid execution of the works already in progress. In aid of these objects, and to satisfy the current expenditures of the ensuing year, it is estimated that there will be received, from various sources, twenty millions more in 1836.

Should Congress make new appropriations, in conformity with the estimates which will be submitted from the proper departments, amounting to about twenty-four millions, still the available surplus, at the close of the next year, after deducting all unexpended appropriations, will probably not be less than six millions. This sum can, in my judgment, be now usefully applied to proposed improvements in our Navy Yards, and to new national works, which are not enumerated in the present estimates, or to the more rapid completion of those already begun. Either would be constitutional and useful, and would render unnecessary any attempt in our present peculiar condition, to divide the surplus revenue, or to reduce it any faster than will be effected by the existing laws. In any event, as the annual report from the Secretary of the Treasury will enter into details showing the probability of some decrease in the revenue during the next seven years, and a very considerable deduction in 1842, it is not recommended that Congress should undertake to modify the present tariff, so as to disturb the principles on which the compromise act was passed. Taxation on some of the articles of general consumption, which are not in competition with our own productions, may be, no doubt, so diminished as to lessen to some extent the source of this revenue; and the same object can also be assisted by more liberal provisions for the subjects of public defence, which, in the present state of our prosperity and wealth, may be expected to engage your attention. If, however, after satisfying all the demands which can arise from these sources, the unexpended balance in the Treasury should still continue to increase, it would be better to bear with the evil until the great changes contemplated in our tariff laws have occurred, and shall enable us to revise the system with that care and circumspection which are due to so delicate and important a subject.

It is certainly our duty to diminish, as far as we can, the burdens of taxation, and to regard all the restrictions which are imposed on the trade and navigation of our citizens as evils which we shall mitigate whenever we are not prevented by the adverse legislation and policy of foreign nations, or those primary duties which the defence and independence of our country

enjoin upon us. That we have accomplished much towards the relief of our citizens by the changes which have accompanied the payment of the public debt, and the adoption of the present revenue laws, is manifest from the fact that, compared with 1833, there is a diminution of near twenty-five millions in the last two years, and that our expenditures, independently of those for the public debt, have been reduced near nine millions during the same period. Let us trust, that by the continued observance of economy, and by harmonizing the great interests of agriculture, manufactures, and commeree, much more may be accomplished to diminish the burdens of Government, and to increase still further the enterprise and the patriotic affection of all classes of our citizens, and all the members of our happy Confederacy. As the data which the Secretary of the Treasury will lay before you, in regard to our financial resources, are full and extended, and will afford a safe guide in your future calculations, I think it unnecessary to offer any further observations on that subject here.

Among the evidences of the increasing prosperity of the country, not the least gratifying is that afforded by the receipts from the sales of the Public Lands, which amount, in the present year, to the unexpected sum of $11,000,000. This circumstance attests the rapidity with which agriculture, the first and most important occupation of man, advances, and contributes to the wealth and power of our extended territory. Being still of the opinion that it is our best policy, as far as we can, consistently with the obligations under which those lands were ceded to the United States, to promote their speedy settlement, I beg leave to call the attention of the present Congress to the suggestions I have offered respecting it, in my former messages.

The extraordinary receipts from the sales of the public lands invite you to consider what improvements the land system, and particularly the condition of the General Land Office, may require. At the time this institution was organized, near a quarter of a century ago, it would probably have been thought extravagant to anticipate, for this period, such an addition to its business as has been produced by the vast increase of those sales, during the past and present years. It may also be observed, that, since the year 1812, the land offices and surveying districts have been greatly multiplied, and that numerous legislative enactments, from year to year since that time, have imposed a great amount of new and additional duties upon that office: while the want of a timely application of force, commensurate with the care and labor required, has caused the increasing embarrassment of accumulated arrears in the different branches of the establishment.

These impediments to the expedition of much duty in the General Land Office induce me to submit to your judgment, whether some modification of the laws relating to its organization, or an organization of a new character, be not called for, at the present juncture, to enable the office to accomplish all the ends of its institution with a greater degree of facility and promptitude than experience has proved to be practicable under existing regulations. The variety of the concerns, and the magnitude and complexity of the details occupying and dividing the attention of the Commissioner, appear to render it difficult, if not impracticable, for that officer, by any possible assiduity, to bestow on all the multifarious subjects, upon which he is called to act, the ready and careful attention due to their respective importance: unless the Legislature shall assist him by a law providing, or enabling him to provide, for a more regular and economical dis-

tribution of labor, with the incident responsibility, among those employ under his direction. The mere manual operation of affixing his signatu to the vast number of documents issuing from his office, subtracts so large from the time and attention claimed by the weighty and complicated su jects daily accumulating in that branch of the public service, as to indica the strong necessity of revising the organic law of the establishment. will be easy for Congress, hereafter, to proportion the expenditure on a count of this branch of the service to its real wants, by abolishing, fro time to time, the offices which can be dispensed with.

The extinction of the public debt having taken place, there is no long any use for the offices of Commissioners of Loans and of the Sinking Fun I recommend, therefore, that they be abolished, and that proper measu be taken for the transfer to the Treasury Department, of any funds, bool and papers, connected with the operations of those offices; and that t proper power be given to that department for closing, finally, any portion their business which may remain to be settled.

It is also incumbent on Congress, in guarding the pecuniary interests the country, to discontinue, by such a law as was passed in 1812, the r ceipt of the bills of the Bank of the United States in payment of the publ revenue; and to provide for the designation of an agent, whose duty it sha be to take charge of the books and stock of the United States in that ins tution, and to close all connection with it, after the 3d of March, 1836, wh its charter expires. In making provision in regard to the disposition of th stock, it will be essential to define, clearly and strictly, the duties and powe of the officer charged with that branch of the public service.

It will be seen from the correspondence which the Secretary of the Tre sury will lay before you, that notwithstanding the large amount of the sto which the United States hold in that institution, no information has y been communicated which will enable the Government to anticipate wh it can receive any dividends, or derive any benefit from it.

Connected with the condition of the finances, and the flourishing state the country in all its branches of industry, it is pleasing to witness the a vantages which have been already derived from the recent laws regulatin the value of the gold coinage. These advantages will be more apparent the course of the next year, when the branch mints authorized to be est blished in North Carolina, Georgia, and Louisiana, shall have gone in operation. Aided, as it is hoped they will be, by further reforms in th banking systems of the States, and by judicious regulations on the part Congress, in relation to the custody of the public moneys, it may be co fidently anticipated that the use of gold and silver, as a circulating mediu will become general in the ordinary transactions connected with the lab of the country. The great desideratum, in modern times, is an efficie check upon the power of banks, preventing that excessive issue of pap whence arise those fluctuations in the standard of value, which render u certain the rewards of labor. It was supposed by those who establishe the Bank of the United States, that from the credit given to it by the cu tody of the public moneys, and other privileges, and the precautions take to guard against the evils which the country had suffered in the banl ruptcy of many of the State institutions of that period, we should deriv from that institution all the security and benefits of a sound currency, an every good end that was attainable under that provision of the constitutio which authorizes Congress alone to coin money and regulate the valu

thereof. But it is scarcely necessary now to say that these anticipations have not been realized. After the extensive embarrassment and distress recently produced by the Bank of the United States, from which the country is now recovering, aggravated as they were by pretensions to power which defied the public authority, and which, if acquiesced in by the People, would have changed the whole character of our Government, every candid and intelligent individual must admit that, for the attainment of the great advantages of a sound currency, we must look to a course of legislation radically different from that which created such an institution.

In considering the means of obtaining so important an end, we must set aside all calculations of temporary convenience, and be influenced by those only which are in harmony with the true character and the permanent interests of the republic. We must recur to first principles, and see what it is that has prevented the legislation of Congress and the States, on the subject of currency, from satisfying the public expectation, and realizing results corresponding to those which have attended the action of our system when truly consistent with the great principle of equality upon which it rests, and with that spirit of forbearance and mutual concession, and generous patriotism, which was originally, and must ever continue to be, the vital element of our Union.

On this subject, I am sure that I cannot be mistaken in ascribing our want of success to the undue countenance which has been afforded to the spirit of monopoly. All the serious dangers which our system has yet encountered, may be traced to the resort to implied powers, and the use of corporations clothed with privileges, the effect of which is to advance the interests of the few at the expense of the many. We have felt but one class of these dangers exhibited in the contest waged by the Bank of the United States against the Government for the last four years. Happily they have been obviated for the present by the indignant resistance of the People; but we should recollect that the principle whence they sprung is an ever active one, which will not fail to renew its efforts in the same and in other forms, so long as there is a hope of success, founded either on the inattention of the people, or the treachery of their representatives, to the subtle progress of its influence. The Bank is, in fact, but one of the fruits of a system at war with the genius of all our institutions—a system founded upon a political creed, the fundamental principle of which is a distrust of the popular will as a safe regulator of political power, and whose great ultimate object, and inevitable result, should it prevail, is the consolidation of all power in our system in one central Government. Lavish public disbursements, and corporations with exclusive privileges, would be its substitutes for the original and, as yet, sound checks and balances of the constitution—the means by whose silent and secret operation a control would be exercised by the few over the political conduct of the many, by first acquiring that control over the labor and earnings of the great body of the people. Wherever this spirit has effected an alliance with political power, tyranny and despotism have been the fruit. If it is ever used for the ends of Government, it has to be incessantly watched, or it corrupts the sources of the public virtue, and agitates the country with questions unfavorable to the harmonious and steady pursuit of its true interests.

We are now to see whether, in the present favorable condition of the country, we cannot take an effectual stand against this spirit of monopoly, and practically prove, in respect to the currency as well as other important

interests, that there is no neeessity for so extensive a resort to it as that which has been heretofore practised. The experience of another year has confirmed the utter fallacy of the idea that the Bank of the United States was necessary as a fiscal agent for the Government. Without its aid, as sueh, indeed in despite of all the embarrassment it was in its power to create, the revenue has been paid with punetuality by our citizens; the business of exchange, both foreign and domestic, has been conducted with eonvenience; and the circulating medium has been greatly improved. By the use of the State banks, which do not derive their charters from the General Government, and are not controlled by its authority, it is ascertained that the moneys of the United States can be collected and disbursed without loss or inconvenience, and that all the wants of the community, in relation to exchange and currency, are supplied as well as they ever have been before. If, under circumstances the most unfavorable to the steadiness of the money market, it has been found that the considerations on which the Bank of the United States rested its claims to the public favor, were imaginary and groundless, it cannot be doubted that the experience of the future will be more decisive against them.

It has been seen, that, without the agency of a great moneyed monopoly, the revenue can be eollected, and conveniently and safely applied to all the purposes of the publie expenditure. It is also ascertained, that instead of being necessarily made to promote the evils of an unchecked paper system, the management of the revenue can be made auxiliary to the reform which the Legislatures of several of the States have already commenced in regard to the suppression of small bills; and which has only to be fostered by proper regulations on the part of Congress, to secure a practical return, to the extent required for the security of the currency, to the constiutional medium. Severed from the Government as political engines, and not susceptible of dangerous extension and combination, the State banks will not be tempted, nor will they have the power which we have seen excrcised, to divert the public funds from the legitimate purposes of the Government. The collection and custody of the revenue being, on the contrary, a source of eredit to them, will inerease the security which the States provide for a faithful execution of their trusts, by multiplying the scrutinies to which their operations and accounts will be subjected. Thus disposed, as well from interest as the obligations of their charters, it cannot be doubted that such conditions as Congress may see fit to adopt respecting the deposites in these institutions, with a view to the gradual disuse of the small bills, will be eheerfully complied with; and that we shall soon gain, in place of the Bank of the United States, a praetieal reform in the whole paper system of the country. If, by this policy, we can ultimately witness the suppression of all bank bills below twenty dollars, it is apparent that gold and silver will take their plaee, and become the principal circulating medium in the common business of the farmers and mechanics of the country. The attainment of such a result will form an era in the history of our country which will be dwelt upon with delight by every truc friend of its liberty and independenee. It will lighten the great tax which our paper system has so long collected from the earnings of labor, and do more to revive and perpetuate those habits of economy and simplicity which are so congenial to the character of republicans, than all the legislation which has yet been attempted.

To this subject I feel that I cannot too earnestly invite the special attention of Congress, without the exercise of whose authority, the opportunity to accomplish so much public good must pass unimproved. Deeply impressed with its vital importance, the Executive has taken all the steps within his constitutional power, to guard the public revenue, and defeat the expectation which the Bank of the United States indulged, of renewing and perpetuating its monopoly, on the ground of its necessity as a fiscal agent, and as affording a sounder currency than could be obtained without such an institution. In the performance of this duty much responsibility was incurred, which would have been gladly avoided, if the stake which the public had in the question could have been otherwise preserved. Although clothed with the legal authority, and supported by precedent, I was aware that there was, in the act of the removal of the deposites, a liability to excite that sensitiveness to Executive power which it is the characteristic and the duty of freemen to indulge: but I relied on this feeling, also, directed by patriotism and intelligence, to vindicate the conduct which, in the end, would appear to have been called for by the best interests of my country. The apprehensions natural to this feeling, that there may have been a desire, through the instrumentality of that measure, to extend the Executive influence, or that it may have been prompted by motives not sufficiently free from ambition, were not overlooked. Under the operation of our institutions, the public servant who is called on to take a step of high responsibility, should feel in the freedom which gives rise to such apprehensions, his highest security. When unfounded, the attention which they arouse, and the discussions they excite, deprive those who indulge them, of the power to do harm: when just, they but hasten the certainty with which the great body of our citizens never fail to repel an attempt to procure their sanction to any exercise of power inconsistent with the jealous maintenance of their rights. Under such convictions, and entertaining no doubt that my constitutional obligations demanded the steps which were taken in reference to the removal of the deposites, it was impossible for me to be deterred from the path of duty, by a fear that my motives could be misjudged, or that political prejudices could defeat the just consideration of the merits of my conduct. The result has shown how safe is this reliance upon the patriotic temper and enlightened discernment of the People. That measure has now been before them, and has stood the test of all the severe analysis which its general importance, the interests it affected, and the apprehensions it excited, were calculated to produce: and it now remains for Congress to consider what legislation has become necessary in consequence.

I need only add to what I have, on former occasions, said on this subject, generally, that in the regulations which Congress may prescribe respecting the custody of the public moneys, it is desirable that as little discretion as may be deemed consistent with their safe keeping should be given to the executive agents. No one can be more deeply impressed than I am with the soundness of the doctrine which restrains and limits, by specific provisions, Executive discretion, as far as it can be done consistently with the preservation of its constitutional character. In respect to the control over the public money, this doctrine is peculiarly applicable, and is in harmony with the great principle which I felt I was sustaining in the controversy with the Bank of the United States; which has resulted in severing, to some extent, a dangerous connection between a moneyed and political power. The duty of the Legislature to define, by clear and positive en-

actments, the nature and extent of the action which it belongs to the Executive to superintend, springs out of a policy analagous to that which enjoins upon all the branches of the Federal Government an abstinence from the exercise of powers not clearly granted. In such a government, possessing only limited and specific powers, the spirit of its general administration cannot be wise or just, when it opposes the reference of all doubtful points to the great source of authority, the States and the People; whose number and diversified relations, securing them against the influences and excitements which may mislead their agents, make them the safest depository of power. In its application to the Executive, with reference to the Legislative branch of the Government, the same rule of action should make the President ever anxious to avoid the exercise of any discretionary authority, which can be regulated by Congress. The biases which may operate upon him will not be so likely to extend to the representatives of the People in that body.

In my former messages to Congress, I have repeatedly urged the propriety of lessening the discretionary authority lodged in the various Departments, but it has produced no effect, as yet, except the discontinuance of extra allowances in the Army and Navy, and the substitution of fixed salaries in the latter. It is believed that the same principles could be advantageously applied, in all cases, and would promote the efficiency and economy of the public service, at the same time that greater satisfaction and more equal justice would be secured to the public officers generally.

The accompanying Report of the Secretary of War will put you in possession of the operations of the department confided to his care, in all its diversified relations, during the past year.

I am gratified in being able to inform you that no occurrence has required any movement of the military force, except such as is common to a state of peace. The services of the army have been limited to their usual duties at the various garrisons upon the Atlantic and inland frontier, with the exceptions stated by the Secretary of War. Our small military establishment appears to be adequate to the purposes for which it is maintained, and it forms a nucleus around which any additional force may be collected, should the public exigencies unfortunately require any increase of our military means.

The various acts of Congress which have been recently passed in relation to the army, have improved its condition and have rendered its organization more useful and efficient. It is at all times in a state for prompt and vigorous action, and it contains within itself the power of extension to any useful limit; while, at the same time, it preserves that knowledge, both theoretical and practical, which education and experience alone can give; and which, if not acquired and preserved in time of peace, must be sought under great disadvantages in time of war.

The duties of the Engineer Corps press heavily upon that branch of the service; and the public interest requires an addition to its strength. The nature of the works in which the officers are engaged render necessary professional knowledge and experience, and there is no economy in committing to them more duties than they can perform, or in assigning these to other persons temporarily employed, and too often, of necessity, without all the qualifications which such service demands. I recommend this subject to your attention, and also the proposition submitted at the last session of Congress, and now renewed, for a reorganization of the Topographical Corps. This reorganization can be effected without any addition to the

present expenditure, and with much advantage to the public service. The branch of duties which devolves upon these officers is at all times interesting to the community, and the information furnished by them is useful in peace and war.

Much loss and inconvenience have been experienced in consequence of the failure of the bill containing the ordinary appropriations for fortifications, which passed one branch of the National Legislature at the last session, but was lost in the other. This failure was the more regretted, not only because it necessarily interrupted and delayed the progress of a system of national defence, projected immediately after the last war, and since steadily pursued, but also because it contained a contingent appropriation inserted in accordance with the views of the Executive in aid of this important object, and other branches of the national defence, some portions of which might have been most usefully applied during the past season. I invite your early attention to that part of the report of the Secretary of War which relates to this subject, and recommend an appropriation sufficiently liberal to accelerate the armament of the fortifications, agreeably to the proposition submitted by him, and to place our whole Atlantic seaboard in a complete state of defence. A just regard to the permanent interests of the country evidently requires this measure, but there are also other reasons which, at the present juncture, give it peculiar force, and make it my duty to call to the subject your special consideration.

The present system of Military Education has been in operation sufficiently long to test its usefulness, and it has given to the army a valuable body of officers. It is not alone in the improvement, discipline, and operation of the troops, that these officers are employed. They are also extensively engaged in the administrative and fiscal concerns of the various matters confided to the War Department; in the execution of the staff duties, usually appertaining to military organization; in the removal of the Indians, and in the disbursement of the various expenditures growing out of our Indian relations; in the formation of roads, and in the improvement of harbors and rivers; in the construction of fortifications; in the fabrication of much of the *materiel* required for the public defence; and in the preservation, distribution, and accountability of the whole; and in other miscellaneous duties, not admitting of classification.

These diversified functions embrace very heavy expenditures of public money, and require fidelity, science, and business habits, in their execution; and a system which shall secure these qualifications, is demanded by the public interest. That this object has been, in a great measure, obtained by the Military Academy, is shown by the state of the service, and by the prompt accountability which has generally followed the necessary advances. Like all other political systems, the present mode of military education, no doubt, has its imperfections, both of principle and practice; but I trust these can be improved by rigid inspections, and by legislative scrutiny, without destroying the institution itself.

Occurrences to which we, as well as all other nations are liable, both in our internal and external relations, point to the necessity of an efficient organization of the Militia. I am again induced, by the importance of the subject, to bring it to your attention. To suppress domestic violence, and to repel foreign invasion, should these calamities overtake us, we must rely, in the first instance, upon the great body of the community, whose will has instituted, and whose power must support, the Government. A large

standing military force is not consonant to the spirit of our institutions, nor to the feelings of our countrymen; and the lessons of former days, and those also of our own times, show the danger, as well as the enormous expense, of these permanent and extensive military organizations. That just medium which avoids an inadequate preparation on one hand, and the danger and expense of a large force on the other, is what our constituents have a right to expect from their Government. This object can be attained only by the maintenance of a small military force, and by such an organization of the physical strength of the country as may bring this power into operation, whenever its services are required. A classification of the population offers the most obvious means of effecting this organization. Such a division may be made as will be just to all, by transferring each, at a proper period of life, from one class to another, and by calling first for the services of that class, whether for instruction or action, which, from age, is qualified for the duty, and may be called to perform it with least injury to themselves, or to the public. Should the danger ever become so imminent as to require additional force, the other classes in succession would be ready for the call. And if, in addition to this organization, voluntary associations were encouraged, and inducements held out for their formation, our militia would be in a state of efficient service. Now, when we are at peace, is the proper time to adjust and establish a practicable system. The object is certainly worth the experiment, and worth the expense. No one appreciating the blessings of a republican government, can object to his share of the burden which such a plan may impose. Indeed, a moderate portion of the national funds could scarcely be better applied than in carrying into effect and continuing such an arrangement, and in giving the necessary elementary instruction. We are happily at peace with all the world. A sincere desire to continue so, and a fixed determination to give no just cause of offence to other nations, furnish, unfortunately, no certain grounds of expectation that this relation will be uninterrupted. With this determination to give no offence is associated a resolution, equally decided, tamely to submit to none. The armor and the attitude of defence afford the best security against those collisions which the ambition, or interest, or some other passion of nations, not more justifiable, is liable to produce. In many countries, it is considered unsafe to put arms into the hands of the people, and to instruct them in the elements of military knowledge. That fear can have no place here, when it is recollected that the People are the sovereign power. Our Government was instituted, and is supported, by the ballot-box, not by the musket. Whatever changes await it, still greater changes must be made in our social institutions, before our political system can yield to physical force. In every aspect, therefore, in which I can view the subject, I am impressed with the importance of a prompt and efficient organization of the militia.

The plan of removing the Aboriginal People who yet remain within the settled portions of the United States, to the country west of the Mississippi river, approaches its consummation. It was adopted on the most mature consideration of the condition of this race, and ought to be persisted in till the object is accomplished, and prosecuted with as much vigor as a just regard to their circumstances will permit, and as fast as their consent can be obtained. All preceding experiments for the improvement of the Indians have failed. It seems now to be an established fact, that they cannot live in contact with a civilized community and prosper. Ages of fruitless endea-

vors have, at length, brought us to a knowledge of this principle of intercommunication with them. The past we cannot recall, but the future we can provide for. Independently of the treaty stipulations into which we have entered with the various tribes, for the usufructuary rights they have ceded to us, no one can doubt the moral duty of the Government of the United States to protect, and if possible, to preserve and perpetuate, the scattered remnants of this race, which are left within our borders. In the discharge of this duty, an extensive region in the West has been assigned for their permanent residence. It has been divided into districts, and allotted among them. Many have already removed, and others are preparing to go; and with the exception of two small bands, living in Ohio and Indiana, not exceeding fifteen hundred persons, and of the Cherokees, all the tribes on the east side of the Mississippi, and extending from Lake Michigan to Florida, have entered into engagements which will lead to their transplantation.

The plan for their removal and re-establishment is founded upon the knowledge we have gained of their character and habits, and has been dictated by a spirit of enlarged liberality. A territory exceeding in extent that relinquished has been granted to each tribe. Of its climate, fertility, and capacity to support an Indian population, the representations are highly favorable. To these districts the Indians are removed at the expense of the United States; and, with certain supplies of clothing, arms, ammunition, and other indispensable articles, they are also furnished gratuitously with provisions for the period of a year after their arrival at their new homes. In that time, from the nature of the country, and of the products raised by them, they can subsist themselves by agricultural labor, if they choose to resort to that mode of life; if they do not, they are upon the skirts of the great prairies, where countless herds of buffalo roam, and a short time suffices to adapt their own habits to the changes which a change of the animals destined for their food may require. Ample arrangements have also been made for the support of schools: in some instances council houses and churches are to be erected, dwellings constructed for the chiefs, and mills for common use. Funds have been set apart for the maintenance of the poor; the most necessary mechanical arts have been introduced, and blacksmiths, gunsmiths, wheelwrights, millwrights, &c. are supported among them. Steel and iron, and sometimes salt, are purchased for them; and ploughs, and other farming utensils, domestic animals, looms, spinning wheels, cards, &c. are presented to them. And besides these beneficial arrangements, annuities are, in all cases, paid, amounting, in some instances, to more than thirty dollars for each individual of the tribe, and in all cases sufficiently great, if justly divided and prudently expended, to enable them, in addition to their own exertions, to live comfortably. And as a stimulus for exertion, it is now provided by law that "in all cases of the appointment of interpreters, or other persons employed for the benefit of the Indians, a preference shall be given to persons of Indian descent, if such can be found who are properly qualified for the discharge of the duties."

Such are the arrangements for the physical comfort, and for the moral improvement, of the Indians. The necessary measures for their political advancement, and for their separation from our citizens, have not been neglected. The pledge of the United States has been given by Congress, that the country destined for the residence of this people, shall be forever "secured and guarantied to them." A country, west of Missouri and Ar-

kansas, has been assigned to them, into which the white settlements are not to be pushed. No political communities can be formed in that extensive region, except those which are established by the Indians themselves, or by the United States for them, and with their concurrence. A barrier has thus been raised, for their protection against the encroachments of our citizens, and guarding the Indians, as far as possible, from those evils which have brought them to their present condition. Summary authority has been given, by law, to destroy all ardent spirits found in their country, without waiting the doubtful result and slow process of a legal seizure. I consider the absolute and unconditional interdiction of this article, among these people, as the first and great step in their melioration. Half-way measures will answer no purpose. These cannot successfully contend against the cupidity of the seller, and the overpowering appetite of the buyer. And the destructive effects of the traffic are marked in every page of the history of our Indian intercourse.

Some general legislation seems necessary for the regulation of the relations which will exist in this new state of things between the Government and people of the United States and these transplanted Indian tribes; and for the establishment among the latter, and with their own consent, of some principles of intercommunication, which their juxtaposition will call for; that moral may be substituted for physical force; the authority of a few and simple laws for the tomahawk; and that an end may be put to those bloody wars, whose prosecution seems to have made part of their social system.

After the further details of this arrangement are completed, with a very general supervision over them, they ought to be left to the progress of events. These, I indulge the hope, will secure their prosperity and improvement; and a large portion of the moral debt we owe them will then be paid.

The Report from the Secretary of the Navy, showing the condition of that branch of the public service, is recommended to your special attention. It appears from it, that our naval force at present in commission, with all the activity which can be given to it, is inadequate to the protection of our rapidly increasing commerce. This consideration, and the more general one which regards this arm of the national defence as our best security against foreign aggressions, strongly urge the continuance of the measures which promote its gradual enlargement, and a speedy increase of the force which has been heretofore employed abroad and at home. You will perceive, from the estimates which appear in the Report of the Secretary of the Navy, that the expenditures necessary to this increase of its force, though of considerable amount, are small compared with the benefits which they will secure to the country.

As a means of strengthening this national arm, I also recommend to your particular attention the propriety of the suggestion which attracted the consideration of Congress at its last session, respecting the enlistment of boys at a suitable age in the service. In this manner a nursery of skilful and able-bodied seamen can be established, which will be of the greatest importance. Next to the capacity to put afloat and arm the requisite number of ships, is the possession of the means to man them efficiently; and nothing seems better calculated to aid this object than the measure proposed. As an auxiliary to the advantages derived from our extensive commercial marine, it would furnish us with a resource ample enough for all the exi-

gencies which can be anticipated. Considering the state of our resources, it cannot be doubted that whatever provision the liberality and wisdom of Congress may now adopt, with a view to the perfect organization of this branch of our service, will meet the approbation of all classes of our citizens.

By the Report of the Postmaster General, it appears that the revenue of that Department during the year ending on the 30th day of June last, exceeded its accruing responsibilities $236,206; and that the surplus of the present fiscal year is estimated at $476,227. It further appears that the debt of the department, on the 1st day of July last, including the amount due to contractors for the quarter then just expired, was about $1,064,381, exceeding the available means about $23,700; and that, on the 1st instant, about $597,077 of this debt had been paid; $409,991 out of postages accruing before July, and $187,086 out of postages accruing since. In these payments are included $67,000 of the old debt due to banks. After making these payments, the department had $73,000 in bank on the 1st instant. The pleasing assurance is given, that the Department is entirely free from embarrassment, and that, by collection of outstanding balances, and using the current surplus, the remaining portion of the bank debt, and most of the other debt, will probably be paid in April next, leaving thereafter a heavy amount to be applied in extending the mail facilities of the country. Reserving a considerable sum for the improvement of existing mail routes, it is stated that the Department will be able to sustain with perfect convenience an annual charge of $300,000 for the support of new routes, to commence as soon as they can be established and put in operation.

The measures adopted by the Postmaster General to bring the means of the Department into action, and to effect a speedy extinguishment of its debt, as well as to produce an efficient administration of its affairs, will be found detailed at length in his able and luminous report. Aided by a reorganization on the principles suggested, and such salutary provisions in the laws regulating its administrative duties as the wisdom of Congress may devise or approve, that important Department will soon attain a degree of usefulness proportioned to the increase of our population and the extension of our settlements.

Particular attention is solicited to that portion of the Report of the Postmaster General which relates to the carriage of the Mails of the United States upon railroads constructed by private corporations under the authority of the several States. The reliance which the General Government can place on those roads as a means of carrying on its operations, and the principles on which the use of them is to be obtained, cannot too soon be considered and settled. Already does the spirit of monopoly begin to exhibit its natural propensities, in attempts to exact from the public, for services which it supposes cannot be obtained on other terms, the most extravagant compensation. If these claims be persisted in, the question may arise, whether a combination of citizens, acting under charters of incorporation from the States, can, by a direct refusal, or the demand of an exorbitant price, exclude the United States from the use of the established channels of communication between the different sections of the country; and whether the United States cannot, without transcending their constitutional powers, secure to the Post Office Department the use of those roads, by an Act of Congress, which shall provide within itself some equitable

mode of adjusting the amount of compensation. To obviate, if possible the necessity of considering this question, it is suggested whether it be no expedient to fix by law, the amounts which shall be offered to railroa companies for the conveyance of the mails, graduated according to thei average weight, to be ascertained and declared by the Postmaster Genera It is probable that a liberal proposition of that sort would be accepted.

In connection with these provisions in relation to the Post Office De partment, I must also invite your attention to the painful excitement pro duced in the South, by attempts to circulate through the mails inflammator appeals addressed to the passions of the slaves, in prints, and in various sort of publications, calculated to stimulate them to insurrection, and to produc all the horrors of a servile war

There is, doubtless, no respectable portion of our countrymen who can b so far misled as to feel any other sentiment than that of indignant regret a conduct so destructive of the harmony and peace of the country, and s repugnant to the principles of our national compact, and to the dictates o humanity and religion. Our happiness and prosperity essentially depen upon peace within our borders—and peace depends upon the maintenance in good faith, of those compromises of the constitution upon which th Union is founded. It is fortunate for the country that the good sense, th generous feeling, and the deep-rooted attachment of the people of the non slaveholding States to the Union, and to their fellow-citizens of the same bloo in the South, have given so strong and impressive a tone to the sentiments enter tained against the proceedings of the misguided persons who have engaged i these unconstitutional and wicked attempts, and especially against the emis saries from foreign parts who have dared to interfere in this matter, as t authorize the hope, that those attempts will no longer be persisted in. Bu if these expressions of the public will shall not be sufficient to effect so de sirable a result, not a doubt can be entertained, that the non-slaveholding States, so far from countenancing the slightest interference with the consti tutional rights of the South, will be prompt to exercise their authority i suppressing, so far as in them lies, whatever is calculated to produce thi evil.

In leaving the care of other branches of this interesting subject to th State authorities, to whom they properly belong, it is nevertheless prope for Congress to take such measures as will prevent the Post Office Depart ment, which was destined to foster an amicable intercourse and correspond ence between all the members of the Confederacy, from being used as a instrument of an opposite character. The General Government, to whicl the great trust is confided, of preserving inviolate the relations created amon the States by the constitution, is especially bound to avoid in its own actio any thing that may disturb them. I would, therefore, call the special atten tion of Congress to the subject, and respectfully suggest the propriety o passing such a law as will prohibit, under severe penalties, the circulatio in the Southern States, through the mail, of incendiary publications intend ed to instigate the slaves to insurrection.

I felt it to be my duty in the first message which I communicated to Congress to urge upon its attention the propriety of Amending that part of the Consti tution which provides for the election of the President and the Vice Presi dent of the United States. The leading object which I had in view wa the adoption of some new provision, which would secure to the People th performance of this high duty, without any intermediate agency. In my

nnual communications since, I have enforced the same views, from a sincere conviction that the best interests of the country would be promoted by their adoption. If the subject were an ordinary one, I should have regarded the failure of Congress to act upon it, as an indication of their judgment, that the disadvantages which belong to the present system were not so great as those which would result from any attainable substitute that had been submitted to their consideration. Recollecting, however, that propositions to introduce a new feature in our fundamental laws cannot be too patiently examined, and ought not to be received with favor, until the great body of the people are thoroughly impressed with their necessity and value, as a remedy for real evils, I feel that in renewing the recommendation I have heretofore made on this subject, I am not transcending the bounds of a just deference to the sense of Congress, or to the disposition of the people. However much we may differ in the choice of the measures which should guide the administration of the Government, there can be but little doubt in the minds of those who are really friendly to the republican features of our system, that one of its most important securities consists in the separation of the Legislative and Executive powers, at the same time that each is held responsible to the great source of authority, which is acknowledged to be supreme, in the will of the People constitutionally expressed. My reflection and experience satisfy me, that the framers of the Constitution, although they were anxious to mark this feature as a settled and fixed principle in the structure of the Government, did not adopt all the precautions that were necessary to secure its practical observance, and that we cannot be said to have carried into complete effect their intentions until the evils which arise from this organic defect are remedied.

Considering the great extent of our Confederacy, the rapid increase of its population, and the diversity of their interests and pursuits, it cannot be disguised that the contingency by which one branch of the Legislature is to form itself into an electoral college, cannot become one of ordinary occurrence, without producing incalculable mischief. What was intended as the medicine of the constitution in extreme cases, cannot be frequently used without changing its character, and, sooner or later, producing incurable disorder.

Every election by the House of Representatives is calculated to lessen the force of that security which is derived from the distinct and separate character of the Legislative and Executive functions, and while it exposes each to temptations adverse to their efficiency, as organs of the constitution and laws, its tendency will be to unite both in resisting the will of the People, and thus give a direction to the Government anti-republican and dangerous. All history tells us that a free people should be watchful of delegated power, and should never acquiesce in a practice which will diminish their control over it. This obligation, so universal in its application to all the principles of a republic, is peculiarly so in ours, where the formation of parties founded on sectional interests, is so much fostered by the extent of our territory. These interests, represented by candidates for the Presidency, are constantly prone, in the zeal of party and selfish objects, to generate influences unmindful of the general good, and forgetful of the restraints which the great body of the People would enforce, if they were, in no contingency, to lose the right of expressing their will. The experience of our country, from the formation of the Government to the present day, demonstrates that the People cannot too soon adopt some stronger safeguard for

their right to elect the highest officers known to the Constitution, than
contained in that sacred instrument as it now stands.

It is my duty to call the particular attention of Congress to the prese
condition of the District of Columbia. From whatever cause the great d
pression has arisen which now exists in the pecuniary concerns of th
District, it is proper that its situation should be fully understood, and su
relief or remedies provided as are consistent with the powers of Congre
I earnestly recommend the extension of every political right to the citize
of the District which their true interests require, and which does not co
flict with the provisions of the constitution. It is believed that the laws f
the government of the District require revisal and amendment, and th
much good may be done by modifying the penal code, so as to give un
formity to its provisions.

Your attention is also invited to the defects which exist in the Judici
system of the United States. As at present organized, the States of th
Union derive unequal advantages from the Federal Judiciary, which hav
been so often pointed out that I deem it unnecessary to repeat them her
It is hoped that the present Congress will extend to all the States that equa
ity in respect to the benefits of the laws of the Union which can only be s
cured by the uniformity and efficiency of the Judicial system.

With these observations on the topics of general interest which are deem
ed worthy of your consideration, I leave them to your care, trusting tha
the legislative measures they call for will be met as the wants and the be
interests of our beloved country demand.

ANDREW JACKSON.

WASHINGTON, *December* 7, 1835.

[DOCUMENT ACCOMPANYING THE PRESIDENT'S MESSAGE.]

FRENCH AFFAIRS.

Mr. Livingston to Mr. Forsyth.

WASHINGTON, *June* 29, 1835.

SIR: After having, by my note to the Duc de Broglie, dated the 25th pril last, made a final effort to preserve a good understanding between e United States and France, by suggesting such means of accommoda- n as I thought were consistent with the honor of the one country to er, and the other to accept, I determined to avail myself of the leave to urn, which was given by your despatch, No. —, rather than to remain, I had desired to do, in England, waiting the result of my last com- unication. This step having been approved by the President, I need t here refer to the reasons which induced me to take it. Having received passports, I left Paris on the 29th of April. At the time of my depart- e, the note, of which a copy has been transmitted to you, asking an- planation of the terms used in Mr. Serurier's communication to the partment, remained unanswered; but I have reason to believe that the swer, when given, will be satisfactory.

The principal business with which I was charged having thus been ught to a close, I presume that my services can no longer be useful to country, and I therefore pray that the President will be pleased to ept my resignation of the trust with which I have been honored. I ll terminate it by transmitting to the Department some papers relating matters of minor importance, which I soon expect to receive, and will l the explanations which may yet be wanting to give a full view of the irs of the mission up to the time of my leaving France.

have the honor to be, Sir, with perfect respect, your most obedient vant,

EDWARD LIVINGSTON.

e Hon. JOHN FORSYTH,
Secretary of State.

Mr. Forsyth to Mr. Livingston.

DEPARTMENT OF STATE,
Washington, June 30, 1835.

IR: Your letter of the 29th inst. has been laid before the President; I am directed to reply, that the President cannot allow you, who have n so long and usefully employed in the public service, to leave the trust confided to you without an expression of his regard and respect—the lt of many years of intimate association in peace and war. Although ering on some points of general policy, your singleness of purpose, ect integrity, and devotion to your country, have been always known

to him. In the embarrassing and delicate position you have lately occupi your conduct, and especially your last official note, in closing your cor spondence with the French Government, has met his entire approbati exhibiting, as it does, with truth, the anxious desire of the Governme and the People of the United States to maintain the most liberal and paci relations with the nation to which you were accredited, and a since effort to remove ill-founded impressions, and to soothe the feelings national susceptibility, even where they have been unexpectedly excite while, at the same time, it discourages, with a proper firmness, any exp iation that the American Government can ever be brought to allow interference inconsistent with the spirit of its institutions, or make co cessions incompatible with its self-respect. The President is persuad that he will be sustained in these opinions by the undivided sentiment the American people, and that you will carry into a retirement, which trusts may be temporary, the consciousness not only of having perform your duty, but of having realized the anticipations of your fellow-citize and secured for yourself and your country the just appreciation of t world.

I am, sir, very respectfully,
Your obedient servant,

JOHN FORSYTH.

EDWARD LIVINGSTON, Esq.
Washington.

Mr. Livingston to the Duke de Broglie.

LEGATION OF THE UNITED STATES,
Paris, April 25, 1835.

His EX. the DUKE DE BROGLIE, &c.

SIR: About to return to my own country, I am unwilling to leave th without adding one more effort to the many I have heretofore made, to store to both that mutual good understanding which their best intere require, and which probable events may interrupt, and perhaps permanen destroy.

From the correspondence and acts of his Majesty's Government, sin the message of the President of the United States was known at Paris, it evident that an idea is entertained of making the fulfilment of the trea of 1831, dependent on explanations to be given of the terms used in t message, and of withholding payment of an acknowledged debt, until sat faction be given for a supposed indecorum in demanding it. The ba possibility that this opinion might be entertained, and acted upon, by h Majesty's Government, renders it incumbent on me to state, explicitly, wh I understand to be the sentiments of mine on this subject.

Erroneous impressions, arising from the want of a proper attention to t structure of our Government, to the duties of its Chief Magistrate, to t principles it has adopted, and its strict adherence to them, in similar cas might raise expectations which could never be realized, and lead to measu destructive of all harmony between the parties. This communication made in full confidence that it is the wish of his Majesty's Government,

most sincerely is that of the President, to avoid all measures of that description; and it is hoped, therefore, that it will be received in the spirit by which it is dictated—that of conciliation and peace.

The form of our Government, and the functions of the President as a component part of it, have, in their relation to this subject, been sufficiently explained in my previous correspondence, especially in my letters to the Comte de Rigny of the 29th of January last: I have, therefore, little to add to that part of my representation which is drawn from the form of our Government, and the duties of the President in administering it. If these are fully understood, the principles of action derived from them cannot be mistaken.

The President, as the chief executive power, must have a free and entire, unfettered communication with the co-ordinate powers of government as the organ of intercourse with other nations, he is the only source from which a knowledge of our relations with them can be conveyed to the legislative branches. It results from this, that the utmost freedom from all restraint in the details into which he is obliged to enter, of international concerns, and of the measures in relation to them, is essential to the proper performance of this important part of his functions. He must exercise them without having continually before him the fear of offending the susceptibility of the powers whose conduct he is obliged to notice. In the performance of this duty, he is subject to public opinion and his own sense of propriety for an indiscreet, to his constituents for a dangerous, and to his constitutional judges for an illegal, exercise of the power; but to no other censure, foreign or domestic. Were any foreign powers permitted to scan the communications of the Executive, their complaints, whether real or affected, would involve the country in continual controversies; for the right being acknowledged, it would be a duty to exercise it by demanding a disavowal of every phrase they might deem offensive, and an explanation of every word to which an improper interpretation could be given. The principle, therefore, has been adopted, that no foreign power has a right to ask for explanations of any thing that the President, in the exercise of his functions, thinks proper to communicate to Congress, or of any course he may advise them to pursue. This rule is not applicable to the Government of the United States alone, but, in common with it, to all those in which the constitutional powers are distributed into different branches. No such nation, desirous of avoiding foreign influence or foreign interference in its councils; no such nation, possessing a due sense of its dignity and independence, can long submit to the consequences of this interference. When these are felt, as they soon will be, all must unite in repelling it, and acknowledge that the United States are contending in a cause common to them all, and more important to the liberal Governments of Europe than even to themselves; for it is too obvious to escape the slightest attention, that the monarchies of Europe, by which they are surrounded, will have all the advantage of this supervision of the domestic councils of their neighbors, without being subject to it themselves. It is true that in the representative Governments of Europe, executive communications to legislative bodies have not the extension that is given to them in the United States; and that they are, therefore, less liable to attack on that quarter; but they must not imagine themselves safe. In the opening address, guarded as it commonly is, every proposition made by the Ministry, every resolution of either Chamber, will offer occasions for the jealous interference of national punctilio, for all occupy the same

grounds. No intercommunication of the different branches of Governmen will be safe, and even the courts of justice will afford no sanctuary fo freedom of decision and of debate; and the susceptibiiity of foreign power must be consulted in all the departments of Government. Occasions fo intervention in the affairs of other countries are but too numerous at present without opening another door to encroachments; and it is no answer to th argument to say, that no complaints will be made but for reasonable cause and that of this, the nation complained of being the judge, no evil can ensue But this argument concedes the right of examining the communications in question, which is denied; allow it, and you will have frivolous as well a grave complaints to answer, and must not only heal the wounds of a jus national pride, but apply a remedy to those of a morbid susceptibility. T show that my fear of the progressive nature of these encroachments is no imaginary, I pray leave to call your Excellency's attention to the enclose report from the Secretary of State to the President. It is offered for illus tration, not for complaint; I am instructed to make none. Because th Government of France has taken exception to the President's opening message, the Charge d'Affaires of France thinks it his duty to protes against a special communication, and to point out the particular passage in a correspondence of an American Minister with his own Government, t the publication of which he objects. If the principle I contest is just, th Charge d'Affaires is right; he has done his duty as a vigilant supervisor o the President's correspondence. If the principle is admitted, every diplo matic agent at Washington will do the same, and we shall have twenty censors of the correspondence of the Government and of the public press If the principle is correct, every communication which the President makes in relation to our foreign affairs, either to the Congress or to the public ought in prudence to be previously submitted to these Ministers, in orde to avoid disputes, and troublesome and humiliating explanations. If the principle be submitted to, neither dignity nor independence is left to the nation. To submit even to a discreet exercise of such a privilege would be troublesome and degrading, and the inevitable abuse of it could not be borne. It must, therefore, be resisted at the threshold, and its entrance forbidden into the sanctuary of domestic consultations. But, whatever may be the principles of other Governments, those of the United States are fixed—the right will never be acknowledged, and any attempt to enforce it, will be repelled by the undivided energy of the nation. I pray your Excellency to observe, that my argument does not deny a right to all foreign powers of taking proper exceptions to the governmental acts and language of another. It is to their interference in its consultations, in its proceedings while yet in an inchoate state, that we object. Should the President do an official executive act, affecting a foreign power, or use exceptionable language in addressing it through his minister or through theirs, should a law be passed injurious to the dignity of another nation—in all these, and other similar cases, a demand for explanation would be respectfully received, and answered in the manner that justice and a regard to the dignity of the complaining nation would require.

After stating these principles, let me add, that they have not only been theoretically adopted, but that they have been practically asserted. On two former occasions, exceptions of the same nature were taken to the President's Message by the Government of France, and in neither did they produce any other explanations than that derived from the nature of our Gov-

ernment, and this seems on those occasions to have been deemed sufficient; for in both cases the objections were virtually abandoned. One, when Messrs. Marshall, Gerry, and Pinkney were refused to be received; and again, in the negotiation between Prince Polignac and Mr. Rives; in the former case, although the message of the President was alleged as the cause of the refusal to receive the Ministers, yet, without any such explanation, their successors were honorably accredited. In the latter case, the allusion in the message to an apprehended collision, was excepted to; but the reference made by Mr. Rives to the constitutional duties of the President seems to have removed the objection.

Having demonstrated that the United States cannot, in any case, permit their Chief Magistrate to be questioned by any foreign Government in relation to his communications with the co-ordinate branches of his own, it is scarcely necessary to consider the case of such an explanation being required as the condition on which the fulfilment of a treaty or any pecuniary advantage was to depend. The terms of such a proposition need only be stated to show that it would be not only inadmissible, but rejected as offensive to the nation to which it might be addressed. In this case it would be unnecessary, as well as inadmissible. France has already received, by the voluntary act of the President, every explanation the nicest sense of national honor could desire. That which could not have been given to a demand, that which can never be given on the condition now under discussion, a fortunate succession of circumstances, as I shall proceed to show, has brought about.

Earnestly desirous of restoring the good understanding between the two nations, as soon as a dissatisfaction with the President's Message was shown, I suppressed every feeling which the mode of expressing that dissatisfaction was calculated to produce, and without waiting for instructions, I hastened, on my own responsibility, to make a communication to your predecessor in office on the subject. In this, under the reserve that the President could not be called on for an explanation, I did in fact give one, that I thought would have removed all injurious impressions. This is the first of the fortunate circumstances to which I have alluded—fortunate, in being made before any demand implying a right to require it; fortunate, in its containing, without any knowledge of the precise parts of the message which gave offence, answers to all that have since come to my knowledge. I can easily conceive that the communication of which I speak, made as I expressly stated, without previous authority from my Government, might not have had the effect which its matter was intended to produce; but it has since (as I have now the honor to inform your Excellency,) received from the President his full and unqualified approbation; but it is necessary to add that this was given before he had any intimation of an intention to attach it as a condition to the payment of the indemnity due by the treaty: given not only when he was ignorant of any such intent, but when he was informed by France that she intended to execute the treaty, and saw by the law which was introduced that it was not to be fettered by any such condition. Thus, that is already done, by a voluntary act, which could not have been done when required as a right, still less when made, what will unquestionably in the United States be considered, degrading, as a condition. At this time, sir, I would, for no consideration, enter into the details I then did. If I could now so far forget what, under present circumstances, would be due to the dignity of my country, I should be disavowed, and deservedly disavowed,

by the President. It is happy, therefore, I repeat, that the good feeling of my country was evinced, in the manner I have stated, at the only time when it could be done with honor; and though present circumstances would forbid my making the communication I then did, they do not prevent my referring to it, for the purpose of showing that it contains, as I have stated it does, every thing that ought to have been satisfactory. Actual circumstances enable me to do this now; future events, which I need not explain, may hereafter render it improper; and it may be nugatory, unless accepted as satisfactory before the occurence of those events. Let it be examined with the care which the importance of giving it a true construction requires.

The objections to the message, as far as I can understand, for they have never been specified, are:

First. That it impeaches the good faith of his Majesty's Government.

Secondly. That it contains a menace of enforcing the performance of the treaty by reprisals.

On the first head, were I now discussing the terms of the message itself, it would be easy to show that it contains no such charge. The allegation that the stipulations of a treaty have not been complied with, that engagements made by Ministers have not been fulfilled, couched in respectful terms, can never be deemed offensive, even when expressly directed to the party whose infractions are complained of, and consequently can never give cause for a demand of explanation: otherwise, it is evident that no consideration of national injuries could ever take place. The message, critically examined on this point, contains nothing more than such an enumeration of the causes of complaint. As to its terms, the most fastidious disposition cannot fasten on one that could be excepted to. The first refusal and subsequent delay are complained of, but no unworthy motives for either are charged or insinuated. On the whole, if I were commissioned to explain and defend this part of the message, I should say, with the conviction of truth, that it is impossible to urge a complaint in milder or more temperate terms: but I am not so commissioned. I am endeavoring to show not only that every proper explanation is given in my letter to Mr. de Rigny, of the 29th of January last, but that, in express terms, it declares that the sincerity of his Majesty's Government, in their desire to execute the treaty, was not doubted. Suffer me to draw your Excellency's attention to the passages alluded to. In discussing the nature of Mr. Serrurier's engagement, I say "It is clear, therefore, that more was required than the expression of a desire on the part of his Majesty's Ministers to execute the treaty; *a desire, the sincerity of which was never doubted, but which might be unavailing, as its accomplishment depended on the vote of the Chambers.*" Again, in speaking of the delay which occurred in the month of December last, I say "It is referred to, I presume, in order to show that it was produced by a desire on the part of his Majesty's Ministers, the better to assure the passage of the law; of this, sir, I never had a doubt, and immediately so advised my Government, and informed it, as was the fact, that I perfectly acquiesced in the delay." Thus it must be evident, not only that no offensive charge of ill faith is made in the message, but that, as is expressly stated in the first extract, full justice was done at Washington to the intentions of the French Government. While the delay is complained of as wrong, no improper motives are attributed to the Government in causing it. Again, sir, the whole tenor of that part of my letter which relates to the execution of the promise made by Mr. Serrurier, while it asserts the construction put upon it by the

President to be the true one, and appeals to facts and circumstances to support that construction, yet it avoids charging the French Government with any intentional violation, attributing their delay to an erroneous construction only; for in the letter, (I again quote literally,) I say, "I have entered into this detail with the object of showing, that although the ministers of the King, under the interpretations which they seem to have given to Mr. Serrurier's promise, may have considered themselves at liberty to defer the presentation of the law until the period which they thought would best secure its success, yet the President, interpreting that promise differently, feeling that in consequence of it he had foreborne to do what might be strictly called a duty, and seeing that its performance had not taken place, could not avoid stating the whole case clearly and distinctly to Congress." Thus, sir, the President, in stating the acts of which he thought his country had reason to complain, does not make a single imputation of improper motive, and to avoid all misconstruction, he offers a voluntary declaration that none such were intended.

The part of the message which seems to have caused the greatest sensation in France, is that in which, after a statement of the causes of complaint, it enters into a consideration of the measures to obtain redress, which, in similar cases, are sanctioned by the laws of nations. The complaint seems to be, that in a discussion it was impossible to avoid, of the efficacy and convenience of each, a preference was given to reprisals, considered as a remedial, not as a hostile measure; and this has been construed into a menace. If any explanations were necessary on this head, they are given in the message itself. It is there expressly disavowed, and the power and high character of France are appealed to, to show that it never could be induced by threats to do what its sense of justice denied. If the measure to which I have more than once alluded should be resorted to, and the humiliation attending a compliance with it could be endured, and if it were possible, under such circumstances, to give an explanation, what more could be required than is contained in the message itself, that it was not intended as a menace? If the measure to which I allude should be adopted, and submitted to, what would his Majesty's Government require? The disavowal of any intent to influence the councils of France by threats? They have it already. It forms a part of the very instrument which caused the offence, and I will not do them the injustice to think that they could form the offensive idea of requiring more. The necessity of discussing the nature of the remedies for the non-execution of the treaty, the character and spirit in which it was done, are explained in my letter so often referred to, and I pray your excellency to consider the concluding part of it, beginning with the quotation I have last made. But if I wanted any argument to show that no explanation of this part of the message was necessary, or could be required, I should find it in the opinion, certainly a just one, expressed by his Majesty's Ministers, that the recommendation of the President not having been adopted by the other branches of the Government, it was not a national act, and could not be complained of as such. Nay, in the note presented by Mr. Serrurier to the Government at Washington, and the measures which it announces, (his recall and the offer of my passports,) the Government of his Majesty seems to have done all that they thought its dignity required; for they, at the same time, declare that the law providing for the payment will be presented, but give no intimation of any previous condition, and annex none to the bill which they present. The account of

dignity being thus declared, by this demonstration, to be settled, it cannot be supposed that it will again be introduced as a set off against an acknowledged pecuniary balance.

Before I conclude my observations on this part of the subject, it will be well to inquire in what light exceptions are taken to this part of the message—whether as a menace generally, or to the particular measure proposed. In the first view, if every measure that a Government having claims on another declares it must pursue if those claims are not allowed, (whatever may be the terms employed,) is a menace. It is necessary, and not objectionable, unless couched in offensive language; it is a fair declaration of what course the party making it intends to pursue, and except in cases where pretexts are wanted for a rupture, have rarely been objected to, even when avowedly the act of the nation, not, as in this case, a proposal made by one branch of its Government to another. Instances of this are not wanting, but need not be here enumerated. One, however, ought to be mentioned, because it is intimately connected with the subject now under discussion. While the commerce of the United States was suffering under the aggressions of the two most powerful nations of the world, the American Government, in this sense of the word, menaced them both. It passed a law in express terms, declaring to them that unless they ceased their aggressions, America would hold no intercourse with them; that their ships should be seized if they ventured into American ports; that the productions of their soil or industry should be forfeited. Here was an undisguised menace, in clear unequivocal terms, and of course, according to the argument against which I contend, neither France nor England could deliberate, under its pressure, without dishonor. Yet the Emperor of France, certainly an unexceptionable judge of what the dignity of his country required, did deliberate—did accept the condition, did repeal the Berlin and Milan Decrees, did not make any complaints of the act as a threat, though he called it an injury. Great Britain too, although at that time on not very friendly terms with the United States, made no complaint that her pride was offended—her Minister on the spot even made a declaration that the obnoxious orders were repealed. It is true he was disavowed, but the disavowal was accompanied by no objections to the law as a threat. Should the objection be to the nature of the remedy proposed, and that the recommendation of reprisals is the offensive part, it would be easy to show that it stands on the same ground with any other remedy; that it is not hostile in its nature; that it has been resorted to by France to procure redress from other powers, and by them against her, without producing war: but such an argument is not necessary. This is not the case of a national measure, either of menace or action—it is a recommendation only of one branch of Government, to another; and France has itself shown that a proposal of this nature could not be noticed as an offence. In the year 1808, the Senate of the United States annexed to the bill of non-intercourse a section which not only advised, but actually authorised the President to issue letters of marque and reprisals against both France and England, if the one did not repeal the Berlin and Milan Decrees, and the other did not revoke the orders in Council. This clause was not acceded to by the Representatives, but it was complete as the act of the Senate: yet neither France nor England complained of it as an indignity—both powers had Ministers on the spot, and the dignity of neither seems to have been offended.

If the view I have now taken of the subject be correct; if I have succeeded in conveying to his Majesty's Ministers the conviction I myself feel, that no right exists in any foreign nation to ask explanations of, or even to notice, any communications between the different branches of our Government; that to admit it even in a single instance would be a dangerous precedent, and a derogation from national dignity; and that in the present instance an explanation that ought to be satisfactory has been voluntarily given; I have then demonstrated that any measure founded on such supposed right is not only inadmissible, but is totally unnecessary, and consequently, that his Majesty's Ministers may at once declare that previous explanations given by the Minister of the United States, and subsequently approved by the President, had satisfied them on the subject of the Message.

The motives of my Government, during the whole course of this controversy, have been misunderstood, or not properly appreciated, and the question is daily changing its character. A negotiation entered into for procuring pecuniary compensation to individuals, involved no positive obligation on their Government to prosecute it to extremities. A solemn treaty, ratified by the constitutional organs of the two powers, changed the private into a public right. The Government acquires by it a perfect right to insist on its stipulations. All doubts as to their justice seem now to have been removed: and every objection to the payment of a debt acknowledged to be just, will be severely scrutinized by the impartial world. What character will be given to a refusal to pay such a debt on the allegation, whether well or ill founded, of an offence to the national honor, it does not become me to say. The French nation are the last that would ever appreciate national honor by any number of millions it could withhold as a compensation for an injury offered to it. The United States, commercial as they are, are the last that would settle such an account. The proposition I allude to would be unworthy of both, and it is sincerely to be hoped that it will never be made. To avoid the possibility of misapprehension, I repeat, that this communication is made with the single view of apprising his Majesty's Government of the consequences attending a measure which, without such notice, they might be inclined to pursue; that, although I am not authorised to state what measures will be taken by the United States, yet I speak confidently of the principles they have adopted, and have no doubt they will never be abandoned.

This is the last communication I shall have the honor to make. It is dictated by a sincere desire to restore a good intelligence, which seems to be endangered by the very measure intended to consolidate it. Whatever be the result, the United States may appeal to the world to bear witness, that in the assertion of the rights of their citizens and the dignity of their Government, they have never swerved from the respect due to themselves, and from that which they owe to the Government of France.

I pray your Excellency to receive the assurance of high consideration with which

I have the honor to be,
Your most obedient servant,
EDWARD LIVINGSTON.

DOCUMENTS

ACCOMPANYING THE PRESIDENT'S MESSAGE AT THE OPENING OF THE FIRST SESSION OF THE TWENTY-FOURTH CONGRESS.

REPORT

OF

THE SECRETARY OF WAR.

DEPARTMENT OF WAR,
November 30, 1835.

To the PRESIDENT *of the United States:*

SIR: In conformity with your instructions, and with the usage of this Department, I have the honor to lay before you a statement of its operations during the past season, and reports from the various bureaus, exhibiting, in detail, their respective proceedings, as far as these appear to be sufficiently important for communication in the usual annual statements.

The general positions of the army remain the same as at the time of my last report. Some movements, however, have taken place, which it is proper should be specially brought before you.

Fourteen companies have been placed under the command of General Clinch, in Florida, with a view to impose a proper restraint upon the Seminole Indians, who have occasionally evinced an unquiet spirit, and to ensure the execution of the treaty stipulations, providing for the removal of these Indians. As soon as this takes place, these troops will resume their proper positions.

The regiment of dragoons has been usefully employed in penetrating into the Indian country; in exhibiting to the Indians a force well calculated to check or to punish any hostilities they may commit, and in adding to our geographical knowledge of those remote regions. Colonel Kearney, with one detachment, marched through the country between the Des Moines and Mississippi rivers; Colonel Dodge, with another, made an excursion south of Missouri towards the Rocky Mountains; and Major Mason, with a third, joined by a detachment of infantry, was employed in duties connected with the assemblage of a body of Indians at the Cross Timbers, near the Great Western Prairie, for the purpose of establishing permanent pacific relations between the remote wandering bands and the United States and the more agricultural Indians, who have migrated, under the public faith, to that region, or who seemed disposed to improve their condition by more settled habits. The duties committed to these troops have been well performed.

The information concerning the discipline and *morale* of the army is satisfactory. The officers are engaged in a great diversity of duties, growing out of various acts of Congress, many of which have no direct connection with their professional avocations. These duties are satisfactorily executed, and the expenditures to which they lead are generally made with fidelity, and accounted for with promptitude.

I beg leave to ask your attention to the report of the Chief Engineer, in relation to the state of the corps under his command. The number of officers in that corps is not sufficient for the performance of the various duties committed to it. The consequence is, that in some instances the public works have been neglected or delayed, and in others they have been prosecuted by those who had not the necessary professional skill and experience. Persons in civil life, possessed of competent scientific knowledge, will not often enter into the temporary service of the Government for such compensation as is provided by law for the engineer officers. The progress of improvement through the country creates a demand for those qualifications which are required in the military and topographical engineer service; and a higher rate of compensation is allowed than it has been the usage of this Department to grant. A gradual and moderate addition to the corps offers the only remedy for this state of things; and I am satisfied that considerations of economy, as well as a due regard to the proper execution of a most important class of public works, call for this arrangement.

The same considerations apply in a considerable degree to the Topographical Corps, and I ask your favorable consideration for the measure recommended by the officer at the head of it. One of the plans suggested will accomplish the object without any addition to the public expenditures; and will make adequate provisions for a branch of service connected with the defence of the country, and which has also the advantage of furnishing information that may prove highly valuable to every portion of the community.

Agreeably to a provision in an act of the last session of Congress, that part of the Cumberland road between the town of Cumberland and the Ohio river has been surrendered to, and accepted by, the States through which it passes; and arrangements have been made, by the authority of these States, for the collection of such tolls as will keep it in proper repair. The funds appropriated for the completion of this road have been applied to the object, and will be fully adequate to its attainment. The work, with the exception of some of the bridges, and of a few necessary repairs, is nearly finished, and is passable in its whole extent. All accounts concur in representing it as constructed in the most faithful manner. Captain Delafield, who has superintended the operations, and the officers engaged with him, are entitled to commendation for the zeal and professional ability they have displayed.

The United States are exonerated from all future claims on account of this road, while competent provision has been made for its preservation.

The progress in the other works of internal improvement is shown in the report of the Chief Engineer. Among these, one of the most remarkable, as well from its great importance as from the unexpected facility with which it has so far been executed, is the removal of the raft over Red river. An immense body of timber, extending one hundred and eleven miles along that stream, had covered a large portion of its surface, and interrupted all communication. This has probably been collecting for ages; and not only

as this great natural highway thus shut up by it, but a fertile and extenve region along the river was inundated, and the whole country in its cinity subject to local diseases having their origin in this submersion.

This work has been in progress, upon the present system, little more than o years, and the whole expenditure, including a sum of twenty-three ousand dollars, which was applied in previous experiments that failed, s been about one hundred and thirty-five thousand dollars. It is estimad that an additional appropriation of forty thousand seven hundred and irteen dollars will be required to complete it; and which, with the sum ten thousand dollars now in the Treasury, will make for the whole cost e hundred and eighty-five thousand seven hundred and thirteen dollars. ne river has been cleared for a distance of eighty-eight miles, and there yet main twenty-three miles of obstructions to remove. This portion it is excted will be finished early in the next season, if the necessary approprians are made in time.

Before the present plan of effecting this work was adopted, there were rious projects suggested for its accomplishment; but the most sanguine ojector could not have anticipated such a great physical change, as is aldy taking place, within the time and the means that have been devoted the work. A loose estimate of the land which will be reclaimed and idered valuable by this improvement, which has been made by Colonel ookes, formerly Indian Agent in Louisiana, and intimately acquainted h the region upon Red river, places it at upwards of a million of acres; l it will form one of the most productive districts in the Union. This eration, as a mere matter of pecuniary value, will return many times the ount expended upon it.

I have brought the subject to your view at this time, not only on acnt of its intrinsic importance, but from the encouragement it affords to introduction and prosecution of a system of improvement, by which the blic lands upon the lower Mississippi and some of its tributaries may be laimed from their present condition, and rendered fit for agricultural purses. Whether the object be attainable, within the limits of a reasonable ense, there are not satisfactory data for determining. But its great res to the country, in health, in power, and in wealth, are obvious.

No appropriations having been made at the last session of Congress for prosecution of the works upon the fortifications, it has been deemed per to submit additional estimates for these objects. And as some of the s first commenced have been completed, estimates have also been appro- by you for the commencement of others, which have been recommended the Board of Engineers in the continuation of the system of defence ised by them and submitted to Congress. A number of our most imant harbors and inlets are yet either wholly undefended, or so partially ected, as to render their situation altogether insecure in the event of exure to hostile attempts. An adherence to the general plan of defence, a gradual prosecution of the work as the national finances and other siderations may justify, seem to be demanded by a just regard to the circumstances of the country, as well as by the experience which the events he last war forced upon us.

n addition, however, to these permanent fortifications, there are some of most extensive roadsteads, in which floating steam batteries ought to be ployed. Among these are the Chesapeake and Delaware bays, and the bor of New-York. The peculiar situation of these estuaries, as well

with relation to their exposure, as to the best measures for their defe
and the immense value of the navigation and commerce of which they
the outlets and inlets, render their security a matter of deep interest to
whole country. When the present system of defence was projected, I u
derstand, the Board of Engineers contemplated the eventual construction
these moveable batteries, as a part of their plan. The great improvem
which have since taken place, in all that relates to the application of
power of steam, furnish additional motives for providing these co-operat
defences. Alternately protecting and protected by the fixed batteries, th
moveable ones will be found to be of the highest importance. In fact, w
an adequate force of this description, stationed in the vicinity of our p
manent military works, and enabled to take refuge under their cover, wh
ever necessary, a hostile fleet would scarcely venture to pass the positi
and thereby expose itself to the hazard of annoyance in detail, and of
ing captured or destroyed, whenever a calm, a change of wind, or a
other of the many accidents to which a maritime force is liable, might f
nish a favorable opportunity for the action of the steam batteries. Our
lantic frontier will not be properly secured till this means of efficient
operation in its defence is introduced.

In my last annual report, I communicated the facts which appeared
render it proper, that the operations upon two of the most important wor
Fort Calhoun and the Delaware Breakwater, should be temporarily s
pended. Experiments have been made to test the effects and probable
tent of the causes, which were in operation, and which threatened to
jure, if not destroy, the utility of these works. It is believed that the
pression of the foundation of Fort Calhoun is so nearly checked, that f
ther danger is not to be apprehended. But as will be seen by the report
the Quartermaster General, the experiments at the Breakwater have
been so decisive, as to settle the question connected with that work; and
has been thought best to ask of Congress an appropriation only for
hundred thousand dollars, which, under any probable circumstances, can
judiciously expended. It is to be hoped, that the experiments which w
be continued, and the scientific examination it is proposed to make, n
season, will furnish data for a just conclusion on the subject of this imp
ant structure, and indicate, either that the causes which have threatened
injure its utility have produced their full effect, or that they may be co
teracted by some change in the original plan. This artificial harbor is
valuable to an extensive commerce peculiarly exposed, not to engage ev
effort in completing it, and preserving it from destruction.

The report of the visitors appointed to inspect the Military Academy, a
the documents transmitted by them, are submitted for your conside
tion, together with the suggestions they have made, and which are cal
lated, in their opinion, to promote the efficiency of that institution. Th
annual examinations by a body of highly respectable citizens, called fr
various parts of the country, are not only useful, as checks upon any
proper tendency to which all public establishments are more or less lia
but they are satisfactory, when they bear testimony to the value of
system, and to the correctness of its administration; and practically adv
tageous, by the suggestions they offer. That improvements may be m
in the several departments of the Military Academy, cannot be doub
Nor can it be doubted that a thorough examination by Congress of its v
ous concerns, whether administrative, financial or instructive, would

ghly useful, and would tend to its permanent melioration. Its results, so
as these can be judged by the character, conduct and qualifications of
e officers of the army, about two-thirds of whom have been educated at
s institution, have been decidedly beneficial. The standard of acquire-
ent for the military profession, has been raised; habits of discipline and
ordination, necessary first to learn, before the duty of command can be
operly executed, have been acquired; elementary knowledge peculiarly
apted to a military life has been more extensively and accurately taught,
d we have been better enabled to keep pace with those improvements,
hich the nations of Europe have made and are making in this important
anch of modern science.

Agreeably to your permission, I have introduced into the estimates an ad-
ional sum for the armament of the fortifications. Without going into
y unnecessary detail upon this subject at the present time, I will barely
mark that this measure is called for by the actual state of our prepara-
ns, and by a provident regard to the duty of self-defence. If no increase
kes place in this branch of the service, many years must elapse before
r fortifications and arsenals are sufficiently provided.

A resolution passed the House of Representatives, at the last session,
quiring the Secretary of War to procure certain information, having re-
ion to the establishment of a national foundry in the District of Colum-
a. The information which has been collected, will be communicated in
edience to the resolution; but I am so impressed with the importance of
e measure, that I am induced to bring it to your notice in this report.

The United States have no establishment for the manufacture of cannon.
he supplies wanted, as well for the field artillery of the army and militia,
for the armament of the fortifications, is now procured from four private
undries: one near Richmond, one at Georgetown, one opposite West
oint, and one at Pittsburgh; which appear to have been established, at
veral periods, in the expectation that their products would be received by
e Government, as the public necessities might require, and at such prices
might from time to time be judged reasonable. As there is no private
mand for this manufacture in our country, it is obvious that no person
ould make the requisite preparations, which are understood to demand
nsiderable investments, and the employment of skilful workmen, practically
quainted with this branch of business, unless expectations of a just reim-
rsement were held out. Contracts for limited periods have from time to
ne been made, providing for the delivery of stipulated quantites; but, as I
d the honor to communicate to you in my annual report of November
st, 1831, the Act of Congress of March 3d, 1809, seems to present serious
ficulties in the way of such an arrangement, and since that time no formal
ntract has been made for the supply of cannon. The proprietors of these
undries have been annually informed, that if the appropriations would
rmit, and if cannon of designated quality and size were fabricated, these
ould be purchased. In this manner the subject has lingered, without
y action on the part of Congress, and without any authority on the part
this Department, to make more efficient arrangements. During the
esent year, the appropriation for the armament of the fortifications has
en principally expended in procuring iron gun carriages; and the foun-
ies have not been employed in the fabrication of cannon for the military
anch of the service. It is believed that this circumstance, by deranging
eir operations, has been seriously injurious, and, if it again occur, it may

induce some of them to discharge the workmen specially employed up this business, and who may hereafter be collected with great difficul The Government now depends upon this temporary and uncertain arran ment for the supply of this indispensable element of national defence. T circumstances which required a change, I had the honor to submit fo years since. They have lost none of their force during the period whi has intervened; and, independently of the considerations presented havi relation to the uncertain condition of these establishments, there are othe bearing upon the quality of the material and of the workmanship, whi render it important that the Government should be its own manufactu of this article. The cost of cannon, while this is kept within a reasonal limit, is not an object, compared with the two qualities of strength a lightness. With the exertions of the present manufacturers of cannon, far as the necessary facts are known to me, I have reason to be satisfi But it is sufficiently obvious, that in a branch of business where a slig difference in the material, and slight neglect in the process, may produ irremediable mischief, and where, from causes not easily ascertained, th defects may disclose themselves in the midst of the most active service, a after the guns have resisted all the usual proofs, the manufacture of t article should be carried on where these neglects are least likely to happe where, in fact, there can be no interest to use any other than the b materials, nor to employ any other than the most skilful artisans. Ti and experience are necessary to found and perfect an establishment for t purpose upon a scale suited to our wants.

It does not seem necessary to exhibit in detail the number of cann now in the possession of the Government, and distributed in its fo arsenals, and temporary posts; and the number that will be required complete the armament of the fortifications already constructed, of those the process of construction, and of those projected; and the number nec sary for the proper demands of field service. It is sufficient to obser here, that the quantity is far more than enough to justify extensive a vigorous arrangements; and this without reference to the accidents of ti and service, which must always operate to reduce the stock on hand.

Such an establishment as the one contemplated could be employ as well for the Navy as for the Army; but while I allude to its gene usefulness, it is proper I should avoid all details peculiarly appropriate another Department.

The defective organization of the militia is universally acknowledg But little practical utility results from the administration of the pres system; and if this great element of national defence is worth preservati and improvement, it is time the whole subject should be examined, a that a plan, suited to the exigencies of the country, should be adopted. am unwilling to believe that there are such inherent difficulties in t subject as to render it impracticable, or even very difficult, to organize t great force, so peculiarly adapted to our institutions, and in such a mann as to render it active and efficient in those junctures when the coun may be called on to exert its power. I presume few would be found advocate the maintenance of a standing military force, adequate to all t purposes of peace and war. When, therefore, those exigencies arise, fr which no nation can expect exemption, and which call for an extension our physical means, we must resort to an increase of the army, or to t embodying of the militia. It is obvious, from the extent of the count

hat we can never keep, at all the exposed points, such a permanent force as ircumstances may occasionally require. The natural and, in fact, the neces- ary dependence must be upon the militia; and, if it be unorganized, we shall e found without the means to repel a foreign enemy, or to repress internal isturbances, should these evils occur. To depend upon organizing a ystem when the exigency arises, is to reject all the lessons of experience, nd to procrastinate for examination, what should then be the subject of ction. Besides, a permanent plan of organization should be devised in a me of leisure and peace, so that it may be introduced and thoroughly nown before the force provided by it is required to be exerted. It should, s much as possible, be engrafted upon the habits of the country, and be- ome a part of our institutions. The basis of an efficient organization of he militia must be a selection for instruction and service of that part of the opulation best qualified for these duties. Age and physical capacity pre- ent the proper considerations for such a selection. The principle is stated ith his usual force by Mr. Jefferson, in his message to Congress of Decem- er, 1805, wherein he said:

"Whether it will be necessary to augment our land forces will be decided y occurrences probably in the course of your session. In the mean time, ou will consider whether it would not be expedient for a state of peace, as ell as of war, so to organize or class the militia as would enable us, on a udden emergency, to call for the service of the younger portions, unincum- ered with the old and those having families. Upwards of three hundred housand able bodied men, between the ages of eighteen and twenty-six ears, which the last census shows we may now count within our limits, ill furnish a competent number for offence or defence, in any point where ey may be wanted, and will give time for raising regular forces, after the ecessity of them shall become certain; and the redueing to the early eriod of life all its active services, cannot but be desirable to our younger itizens of the present as well as future times, inasmuch as it engages to em in more advanced age a quiet and undisturbed repose in the bosom f their families. I cannot, then, but earnestly recommend to your early onsideration the expediency of so modifying our militia system as, by a eparation of the more active part from that which is less so, we may draw om it, when necessary, an efficient corps, fit for real and active service, nd to be called in regular rotation."

Had the general principles here recommended been practically adopted, nd a corresponding system established, with the necessary details first for nstruction, and then for active service, it cannot be doubted that the course f events which marked the commencement of the late war, would have een avoided, and an immense expenditure of blood and treasure saved to he nation. The warning voice, which was not heeded then, may perhaps e heard now; and if it is, it may produce incalculable benefits.

A board of officers of the army and militia was organized some years ince, under the instructions of this Department, and by virtue of a resolu- ion of Congress, for the purpose of examining this subject, and of devising practicable plan for the organization, improvement, and efficient action of he militia. Their report contains the outline of a *projet*, which, with some odifications, appears to me to combine as many advantages as any other hat can, probably, be adopted. The basis was a classification of the adult ale population of the United States, and a selection of as many persons rom it, above the age of twenty-one years, as should be necessary to com-

plete the number required to be enrolled and organized at all times i
actual service; beginning in all cases with the youngest above the p
scribed age. Their report stopped at the number they deemed necessa
for constant equipment. As regards instruction and preparation, this limi
tion is no doubt proper: but still it would probably be deemed advisab
so far to organize the whole body, within certain ages, as to produce
classification, and to afford the requisite facilities towards calling them in
service in succession, should any contingency demand a larger force th
the first division could supply. This arrangement would render availal
for the defence of the country its whole physical force: not that any eve
could require it all to be embodied at the same time; but because a pa
ticular section might sometimes be peculiarly exposed, and call for the s
vices of a large proportion of its population; and the continuance of t
pressure might render it necessary to discharge in succession those who h
performed their prescribed terms, and to require the services of others.

A mere organization would avail but little, unless inducements we
held out for proper instruction and equipment. And I consider, ther
fore, some provision for elementary instruction, and for such equipment
may be necessary to excite a proper emulation, indispensable to any i
provement of our militia system—indispensable, I may add, to its very e
istence. An arrangement for these objects would embrace the first cla
only. It would, to be sure, involve expense, for an adequate compensati
must be allowed to the persons required to be embodied at these schools
instruction for a few days in the year. And it would probably be fou
expedient to continue the present plan of voluntary corps with son
changes; and to require them also to meet for improvement. It is in va
to expect that the whole adult male population of the country can or w
furnish themselves with the articles required by law, or that their colle
tion for any number of days they can afford to devote to this object, a
under the usual circumstances of such assemblages, can produce any ben
ficial effect to themselves or their country. Already, in a number of t
States, the system has sunk under the weight of public opinion; and t
practical question now is, whether we shall remain, in fact, defenceless,
resort to a large standing military force in time of peace—that just dread
all free governments, or adopt an efficient plan, which will prepare for t
public defence the greatest force at the least cost, and without danger. T
blessings we have inherited cannot be preserved without exertion nor wit
out expense. It were idle to sit still and flatter ourselves with the ho
that war is never to overtake us; and it would be worse to delay all ef
cient organization of our physical means till the time for its active emplo
ment arrives. Nearly fifty years have elapsed since the adoption of t
present constitution. During all that time no essential change has be
made in our militia system, and it has gradually declined in utility a
efficiency, and in public confidence, and there is reason to fear its e
tire abandonment, unless it undergoes important modifications. In th
long interval, the value of the system seems to have been appreciated
all the Presidents of the United States, as well those who, from the habi
of their lives, could best estimate its value by their personal observation,
by those whose opinions may have been well formed from the course
events having relation to this matter; and in their annual communication
commencing with the inaugural address of General Washington, this su
ject has been almost constantly pressed upon the attention of Congres

or the purpose of showing its importance in the opinion of these eminent
tizens, I have caused their communications to be examined, and find
at the subject has been presented to the legislature and the nation no less
an thirty-one times in their official recommendations. I indulge the hope
at the present state of public affairs may lead to a re-examination of the
stem, and to such changes as may render it permanently useful.

I am gratified in being able to announce to you that the Indians residing
st of the Mississippi river, appear to be yielding to the conviction that
eir removal to the territory assigned for their residence in the West, offers
e only rational prospect of any permanent improvement in their condi-
on, and that this measure is essential to their prosperity. Both in the
orth and south the reports of the officers having charge of this matter are
couraging, and we may anticipate the full establishment of our present
olicy, and with the fairest prospects of success, if the pre-existing preju-
ces, which have so long operated to retard our efforts, can be removed.

The considerations which render this change of residence necessary are suf-
iently obvious, and are founded upon the results that have heretofore attend-
our intercourse with the Indians. The causes which have so long con-
nued to reduce and depress them in their present situation within our
orders, are yet in active operation. Their food, derived from the chase, is
sappearing. Their habits are inveterate, and they cannot or will not
commodate themselves to the new circumstances which press upon them
time to save themselves from extinction. And, above all, their contact
ith a white population has entailed and is entailing upon them evils
hich, if not checked, must lead to their ruin. They appear to acquire
ith much greater facility the vices than the virtues of civilized life; and
ring the whole period they have been known to us, they have abandoned
emselves, with strange improvidence, to the use of ardent spirits. From
y own observation of the Indian character, I consider the indulgence of
is habit as the great barrier against any improvement of that portion of
is race which, from their position, are enabled, at pleasure, to gratify
is propensity. The difficulty of putting a stop to this traffic while the
dians are intermingled with our citizens, is sufficiently obvious. And if
ey are to be rescued from its effects, they must be removed beyond the
here of the traffic. This is certainly one of the most prominent reasons
r the faithful prosecution of the system; and Congress, apparently im-
essed with its force, has provided by law that all ardent spirits found in
e Indian country may be destroyed. The agents of the Government will
t now be compelled, as formerly, to resort to legal process for the inter-
ction of this traffic, at the hazard of the trouble, expense and uncertainty
ending such prosecutions upon a remote frontier.

I consider the experiments which have recently been made to provide
the maintenance of the Indians, by reservations for their use, and with
e power of alienation, however guarded, to have wholly failed. These
icts are too often sold for a very inadequate consideration, and the amount
ceived is dissipated in expenditures either positively injurious or alto-
ther useless.

As soon as the remaining tribes shall have been established in the West,
e may look forward to a happier destiny for the Indians. And if this ex-
ctation be disappointed, the failure must be attributed to the inveterate
bits of this people, and not to the policy of the Government. The
rangements for the comfortable establishment of the Indians have been

projected upon a scale suited to their wants and condition, and to the duti of the United States. With a view to appreciate the advantages whi have been secured to them, I deem it proper briefly to recapitulate the pr visions that have been made. These are not applicable, in all their detai to each tribe, as some receive more and some less in amount, while certa articles are given to some and not to others. But the general principles distribution apply to all. An extensive country has been reserved for the and has been divided into districts for the several tribes. To this they a removed at the expense of the United States.

They are provided with the necessary subsistence for one year after th reach their new residence.

Annuities, in specie, to a greater or less amount, are payable to ea tribe.

Agricultural instruments, domestic animals, seed corn, salt, looms, card spinning wheels, iron, steel, cloths, blankets, rifles, ammunition, and oth articles are distributed among them.

Mills are erected and kept in operation. Council-houses, churches, a dwelling-houses for chiefs are built.

Mechanics are engaged and supported; schools are established and mai tained; and the missionary institutions among them are aided from t Treasury of the United States.

These are the principal arrangements made for the benefit of this unfo tunate people, who will soon have been removed, at great expense, wh this new system will be in full operation, and where their peculiar instit tions can be preserved, with such modifications as a progressive state of i provement may require. They will be separated, too, from the settled po tions of the country by a fixed boundary, beyond which our populati cannot pass.

The operations of the Department of Indian Affairs are shown in det by the report of the Commissioner, and by that of the Commissary Gene of Subsistence. It was anticipated that a considerable body of the Cree of Alabama would, ere this, have been on their way to the West. B recent information induces the belief that their journey has been postpone but under circumstances which will probably ensure their early removal the spring. The treaty with the Seminoles of Florida for their removal in the process of execution. A portion of the tribe were not prepared go at the time arrangements were first proposed to be made for their rem val, and when by the treaty they might have been required to depart. their earnest solicitations, the measure was postponed until the comi winter, and assurances were given by them that they would then be pr pared to remove. A majority avow their readiness to comply with the engagements, and will no doubt quietly go as soon as the arrangements f their departure shall have been completed. But some of them exhibit refractory spirit, and evince a disposition to remain. As they now hold land in Florida, and would become a lawless banditti if suffered to remai their pretensions cannot be submitted to. They will, probably, when t time for operations arrives, quietly follow their countrymen. Should the not, measures will be adopted to ensure this course, equally dictated by just regard to their own welfare, as well as to that of our citizens in t vicinity of their residence.

Governor Stokes, General Arbuckle and Major Armstrong were appointe Commissioners to make a treaty with the roving tribes of Indians who i

habit the great western prairie, with the view of establishing permanent pacific relations between these predatory tribes and the United States, and also between the same tribes and the other Indians of that region. The lamented death of Major Armstrong deprived the Government of the services of that valuable officer; but the other Commissioners succeeded in effecting a pacification, which I hope will lead to a friendly intercourse among all the tribes in that quarter.

Under the authority of an act of the last session of Congress, an arrangement has been made by Colonel Brookes with the Caddo Indians, for the cession of their claims to land in the State of Louisiana and Territory of Arkansas. This will be submitted to you at the proper time for the consideration of the Senate.

I have the honor to be,
With great respect,
Your obedient servant,
LEW. CASS.

LIST OF DOCUMENTS

ACCOMPANYING THE REPORT OF THE SECRETARY OF WAR.

No. 1. Major General commanding the Army. Report and statements from A to E.
No. 2. Quartermaster General. Report.
No. 3. Commissary General of Subsistence. Report and statement.
No. 4. Paymaster General. Report and statement.
No. 5. Commissary General of Purchases. Report and statements, fron 1 to 4.
No. 6. Surgeon General. Report.
No. 7. Chief Engineer. Report and statements, and copies, from A to S
No. 8. Chief of Topographical Bureau. Report, statement, and copy o bill.
No. 9. Colonel of Ordnance. Report and statements, from A to I.
No. 10. Commissioner of Indian Affairs. Report and statements, D and E
No. 11. Commissary General of Subsistence, as Superintendent of India Emigration. Report and statements, 1 to 3.
No. 12. Commissioner of Pensions. Report and statements, 1 to 3.
No. 13. Officer in Charge of Bounty Land Office. Report.
No. 14. Second Auditor. Report and statements, A and B.
No. 15. Third Auditor. Report and statements.

No. 1.

REPORT OF THE MAJOR GENERAL OF THE ARMY.

HEAD QUARTERS OF THE ARMY,
Washington, December, 1835.

SIR: In compliance with the instructions contained in your letter of the 4th September, I have the honor to submit herewith the undermentioned statements and returns:

A report, showing the organization of the army, and its force and distribution, marked A.

A general return of the army, marked B.

Distribution of the troops in the Eastern Department, marked C.

Distribution of the troops in the Western Department, marked D.

Statement, showing the number of recruits enlisted in the army from the 1st of January to the 30th of September, 1835, together with the amount of recruiting funds advanced to officers of the army, and accounted for by them, for the same period, marked E.

Inspectors General Wool and Croghan are engaged in inspecting the troops—the former, those along the coast as far as New Orleans, inclusive, and the latter, those on the frontiers beyond the Mississippi.

The reports which have been received represent the army in a respectable condition, as respects their police and general discipline, and as improved in tactics as their dispersed condition will allow. The supplies are regularly received, and of good quality.

The dragoons, divided into three squadrons, have made tours, during the past season, through almost the whole of the country west of the Mississippi, below the 44th degree of north latitude; and there is no doubt that their presence has had the effect of keeping the Indians quiet, and of preventing those depredations and hostilities which, before the raising of this regiment, had so frequently occurred on the frontiers. This corps has been found well adapted to the service on which it has been employed, and it is, I am happy to say, in an improving condition. The arms are found to fulfil the expectations entertained of them, and with the adoption of some modifications of the equipments, recommended by Colonel Dodge and the other field officers, the dragoons may be regarded as a very efficient corps, and a valuable acquisition to the military establishment.

Respectfully submitted

ALEX. MACOMB,
Major General commanding in chief.

The Hon. LEWIS CASS,
Secretary of War.

A.

ORGANIZATION of the Arm

	Major General.	Brigadier Generals.	Adjutant General.	Inspectors General.	Quartermaster General.	Quartermasters.	Commis. Gen. of Subsistence.	Commissaries.	Surgeon General.	Surgeons.	Assistant Surgeons.	Paymaster General.	Paymasters.	Commis. Gen. of Purchases.	Military Storekeepers.	Colonels.	Lieutenant Colonels.	Majors.	Adjutants.
General Staff,	1	2	1	2	1	4	1	2	.	.	.	.	.	.	.	.	.	.	.
Medical Department,	.	.	.	.	.	.	.	.	1	12	55	.	.	.	.	.	.	.	.
Pay Department,	.	.	.	.	.	.	.	.	.	.	.	1	14	.	.	.	.	.	.
Purchasing Department,	.	.	.	.	.	.	.	.	.	.	.	.	.	1	2	.	.	.	.
Corps of Engineers,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	2	.
Topographical Engineers,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6	.
Ordnance Department	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	2	.
Regiment of Dragoons,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
1st Regiment of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
2d Regiment of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
3d Regiment of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
4th Regiment of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
Aggregate of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	4	4	.
1st Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
2d Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
3d Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
4th Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
5th Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
6th Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
7th Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
Aggregate of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	7	7	7	.
Grand Aggregate,	1	2	1	2	1	4	1	2	1	12	55	1	14	1	2	14	14	22	.

ADJUTANT GENERAL'S OFFICE,
Washington, November 30, 1835.

R. JONES,
Adjutant General.

A.

of the United States—1835.

Captains.	First Lieutenants.	Second Lieutenants.	Sergeant Majors.	Quartermaster Sergeants.	Sergeants.	Corporals.	Principal Musicians.	Chief Bugler.	Buglers.	Musicians.	Farrier and Blacksmith.	Artificers.	Enlisted men for Ordnance.	Privates.	Total Commissioned.	Total non-commissioned officers, musicians, artificers, and privates.	Aggregate.	Remarks.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	14	.	14	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	68	.	68	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	15	.	15	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	3	
6	6	6	.	.	.	.	.	.	.	.	.	.	.	.	22	.	22	
4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	10	.	10	
10	.	.	.	.	44	.	.	.	.	.	.	.	250	.	14	294	308	
10	11	10	1	1	40	40	1	2	20	.	10	.	.	600	34	715	749	
9	18	18	1	1	36	36	.	.	.	18	.	27	.	378	48	497	545	
9	18	18	1	1	36	36	.	.	.	18	.	27	.	378	48	497	545	
9	18	18	1	1	36	36	.	.	.	18	.	27	.	378	48	497	545	
9	18	18	1	1	36	36	.	.	.	18	.	27	.	378	48	497	545	
36	72	72	4	4	144	144	.	.	.	72	.	108	.	1,512	192	1,988	2,180	
10	10	10	1	1	30	40	2	.	.	20	.	.	.	420	33	514	547	
10	10	10	1	1	30	40	2	.	.	20	.	.	.	420	33	514	547	
10	10	10	1	1	30	40	2	.	.	20	.	.	.	420	33	514	547	
10	10	10	1	1	30	40	2	.	.	20	.	.	.	420	33	514	547	
10	10	10	1	1	30	40	2	.	.	20	.	.	.	420	33	514	547	
10	10	10	1	1	30	40	2	.	.	20	.	.	.	420	33	514	547	
70	70	70	7	7	210	280	14	.	.	140	.	.	.	2,940	231	3,598	3,829	
36	159	158	12	12	438	464	15	2	20	212	10	108	250	5,052	603	6,595	7,198	

Note.—The law authorizes the appointment of any number of Assistant Commissaries of Subsistence, and twenty Assistant Quartermasters, to be taken from the line of the army. The former are confined to the rank of Lieutenants.

HEAD QUARTERS OF THE ARMY,
Washington, November 30, 1835.

ALEX. MACOMB,
Major General commanding in chief

B.

GENERAL RETURN of the

	Major General.	Brigadier Generals.	Adjutant General.	Inspectors General.	Quartermaster General.	Quartermasters.	Commissary General of Subsistence.	Commissaries.	Surgeon General.	Surgeons.	Assistant Surgeons.	Paymaster General.	Paymasters.	Commissary General of Purchases.	Military Storekeepers.	Colonels.	Lieutenant Colonels.	Majors.	Adjutants.
General Staff,	1	2	1	2	1	4	1	2	.	.	.	.	.	.	.	.	.	.	.
Medical Department,	.	.	.	.	.	.	.	.	1	12	55	.	.	.	.	.	.	.	.
Pay Department,	.	.	.	.	.	.	.	.	.	.	.	1	14	.	.	.	.	.	.
Purchasing Department,	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	.	.	.
Corps of Engineers,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	2	.
Topographical Engineers,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6	.
Ordnance Department,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	2	.
Regiment of Dragoons,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
First Regiment of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	1
Second Regiment of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	1
Third Regiment of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
Fourth Regiment of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	1
Aggregate of Artillery,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	4	4	3
First Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.
Second Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	1
Third Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	.
Fourth Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	1
Fifth Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	1
Sixth Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	1
Seventh Regiment of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	1
Aggregate of Infantry,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	7	5	3	5
Recruits and unattached soldiers,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Grand Aggregate,	1	2	1	2	1	4	1	2	1	12	55	1	14	1	1	14	12	18	8

B.

Army of the United States—1835.

PRESENT.

FOR DUTY.															SICK.						
Captains.	1st Lieutenants.	2d Lieutenants.	Brevet 2d Lieutenants.	Sergeant Majors.	Quartermaster Sergeants.	Sergeants.	Corporals.	Principal Musicians.	Chief Bugler.	Buglers.	Musicians.	Farriers and Blacksmiths.	Artificers.	Privates.	Field Officers.	Captains.	Subalterns.	Non-Commissioned Officers.	Musicians.	Artificers.	Privates.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.....	....	....	....	....	....	.....	.....
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.....	....	....	....	....	....	.....	.....
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.....	....	....	....	....	....	.....	.....
6	6	6	6	.	.	.	.	.	.	.	.	.	.	.....	....	....	....	....	....	.....	.....
4	.	.	.	.	.	.	.	.	.	.	.	.	.	.....	....	....	....	....	....	.....	.....
9	.	.	.	.	.	.	.	.	.	.	.	.	.	.....	....	....	....	....	....	.....	.....
6	2	7	7	1	1	27	25	.	1	14	.	8	.	332	....	1	1		1	.....	55
5	10	6	2	1	.	25	25	.	.	.	13	.	12	266	....	1	1	4	....	1	31
5	6	7	.	1	1	28	19	.	.	.	14	.	18	240	....	....	....	7	....	1	38
7	6	5	.	1	.	22	25	.	.	.	10	.	19	227	....	....	1	8	2	5	63
7	3	4	.	1	.	30	23	.	.	.	15	.	19	258	....	....	....	4	....	.....	22
24	25	22	2	4	1	105	92	.	.	.	52	.	68	991	....	1	2	23	2	7	154
5	3	5	1	1	.	22	24	1	.	.	12	.	.	223	....	....	....	2		.....	19
7	3	6	1	1	.	24	26	1	.	.	15	.	.	287	....	....	1	1	....	.....	22
5	3	2	4	1	1	24	33	2	.	.	19	.	.	283	....	1	4	1	....	.....	28
4	.	3	5	.	1	22	25	.	.	.	8	.	.	247	....	1	....	2	3	.....	26
3	2	2	1	1	1	20	25	2	.	.	12	.	.	243	....	....	....	1	....	.....	22
5	2	3	7	1	1	21	22	1	.	.	15	.	.	313	....	....	....	4	....	.....	14
3	4	3	1	1	1	19	22	2	.	3	12	.	.	223	....	....	2	12	1	.....	73
32	17	24	20	6	5	152	177	9	.	3	93	.	.	1819	....	2	7	23	6	.....	204
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.....	....	....	....	....	....	.....	.....
81	50	59	35	11	7	284	294	9	1	17	145	8	68	3142	....		10	58	9	7	413

B.—GENERAL

	PRESENT.													
	On extra or daily duty.							In arrest or confinement.						
	Field Officers.	Captains.	Subalterns.	Non-Commissioned Officers.	Musicians.	Artificers.	Privates.	Field officers.	Captains.	Subalterns.	Non-Commissioned officers.	Musicians.	Artificers.	Privates.
General Staff,	..	..	..	..	....	....	.....	..	..	..	..	....	....	.....
Medical Department,	..	..	..	..	....	....	.....	..	..	..	..	....	....	.....
Pay Department,	..	..	..	..	....	....	.....	..	..	..	..	....	....	.....
Purchasing Department,	..	..	..	..	....	....	.....	..	..	..	..	....	....	.....
Corps of Engineers,	..	..	..	..	....	....	.....	..	..	..	..	....	....	.....
Topographical Engineers,	..	..	..	..	....	....	.....	..	..	..	..	....	....	.....
Ordnance Department,	..	..	..	..	....	....	.....	..	..	..	..	....	....	.....
*Regiment of Dragoons,	..	..	2	5	1	1	51	..	1	1	2	....	....	15
First Regiment of Artillery,	..	..	..	5	....	3	24	..	..	..	1	....	1	23
Second Regiment of Artillery,	..	1	..	3	....	1	20	..	..	..	3	1	....	23
Third Regiment of Artillery,	..	..	2	5	....	3	12	..	..	..	..	1	....	16
Fourth Regiment of Artillery,	..	2	2	5	....	....	45	..	..	..	1	....	....	13
Aggregate of Artillery,	..	3	4	18	....	7	101	..	..	..	5	2	1	75
First Regiment of Infantry,	..	..	4	6	....	....	58	..	..	1	..	....	....	34
Second Regiment of Infantry,	..	..	3	8	1	....	49	..	..	..	6	1	....	38
Third Regiment of Infantry,	..	..	2	4	....	....	38	..	..	..	..	....	....	22
Fourth Regiment of Infantry,	..	..	2	7	....	....	16	..	..	1	1	2	....	42
Fifth Regiment of Infantry,	..	..	4	2	....	....	37	..	..	..	..	....	....	35
Sixth Regiment of Infantry,	..	1	2	3	....	....	16	..	..	..	1	....	....	44
Seventh Regiment of Infantry,	..	1	1	4	....	....	69	..	..	..	1	1	....	21
Aggregate of Infantry,	..	2	18	34	1	....	283	..	..	2	9	4	....	236
Recruits and unattached soldiers,	..	..	..	..	....	....	.....	..	..	..	..	....	....	.....
Grand Aggregate,	..	5	24	57	2	8	435	..	1	3	16	6	1	326

NOTE—One Captain of the 2d reg. of artillery holding an appointment in the "General gregate" of the General Staff.

ADJUTANT GENERAL'S OFFICE, *Washington, Nov.* 30, 1835.

R. JONES, *Adjutant General.*

RETURN—Continued.

Commissioned officers.	Non-Commissioned officers, Musicians, Artificers, and Privates.	ABSENT. Detached service. Field officers.	Captains.	Subalterns.	Non-Com. officers, Musicians, Artificers, and Privates.	With leave, or on furlough. Field officers.	Captains.	Subalterns.	Non-Com. officers, Musicians, Artificers, and Privates.	Non-Commissioned officers, &c. in confinement, sick, &c.	PRESENT AND ABSENT. Total.	Aggregate.
.....	.....	....	....	.....	.....	....	.....	.....	.....	.....	.....	14
.....	.....	....	....	.....	.....	....	.....	.....	.....	.....	.....	68
.....	.....	....	....	.....	.....	....	.....	.....	.....	.....	.....	15
.....	.....	....	....	.....	.....	....	.....	.....	.....	.....	.....	2
.....	.....	....	....	.....	.....	....	.....	.....	.....	.....	.....	28
.....	.....	....	....	.....	.....	....	.....	.....	.....	.....	.....	10
.....	.....	....	....	.....	.....	....	1	.....	.....	.....	214	228
31	552	....	2	5	108	....	.....	2	.....	1	661	701
29	435	....	1	14	7	....	2	7	3	3	448	501
23	418	....	2	17	8	....	1	9	.....	8	434	485
24	419	....	1	23	30	....	1	6	2	.....	451	506
22	436	....	....	21	2	....	.....	5	2	3	443	491
98	1708	....	4	75	47	....	4	27	7	14	1776	1983
22	404	....	3	9	1	....	2	1	1	6	412	449
24	480	1	1	8	16	....	2	6	6	6	508	550
23	456	1	3	7	4	....	1	5	1	3	464	504
20	402	....	3	11	2	....	2	3	2	8	414	453
15	401	1	5	9	77	....	2	10	1	13	492	534
22	456	....	4	8	2	2	.....	5	.....	8	466	507
18	465	....	3	7	15	1	3	9	4	1	485	526
144	3064	3	22	59	117	3	12	39	15	45	3241	3523
.....	.....	....	....	.....	.....	....	.....	.....	.....	.....	579	579
73	5324	3	28	139	272	3	17	68	22	60	6471	7151

*Of the total number of the regiment of Dragoons "present and absent," 100 recruits now on the march are included. It is calculated that they will join by the 31st Dec.

Staff is omitted in the "aggregate" of his regiment, being reported and included in the "ag-

HEADQUARTERS OF THE ARMY, *Washington, Nov.* 30, 1835.

ALEX. MACOMB, *Maj. Gen. com. in chief.*

C.

POSITION and Distribution of the Troops of the Eastern Department,

Number.	POSTS.	SITUATION.	COMMANDING OFFICERS.	Regiments.	Number of Companies.
1	Fort Winnebago	Portage, Fox, & Ouisconsin r.	Major Green, - -	5th inf.	4
2	Fort Brady -	Soult St. Marie, M. T. -	Bt. maj. Cobbs, -	2d "	2
3	Fort Mackinac -	Michilimacinac, M. T.	Captain Clitz, -	2d "	2
4	Fort Howard -	Green Bay, M. T. -	Bt. brig. gen. Brooke,	5th "	4
5	Fort Dearborn -	Head of Lake Michigan, Il.	Bt. major Wilcox, -	5th "	2
6	Fort Gratiot -	Outlet of L. Huron, M. T. -	Bt. major Hoffman, -	2d "	2
7	Fort Niagara -	New York, N. Y. -	(garrison withdrawn)	–	-
8	Madison Barr'ks -	Sackett's Harbor, N. Y. -	Lt. col. Cummings, -	2d "	-
9	Hancock Barr'ks	Holton, Me. -	Bt. maj. Dearborn, -	2d "	4
10	Fort Sullivan -	Eastport, Me. -	Major Churchill, -	3d art'y	1
11	Fort Preble -	Portland, Me. -	Bt. maj. McClintock,	3d "	1
12	Fort Constitution	Portsmouth, N. H. -	Bt. major Ansart, -	3d "	1
13	Fort Independ'nce	Boston, Mass. -	(garrison withdrawn)	–	-
14	Fort Wolcott -	Newport, R. I. -	Bt. major Lomax, -	3d "	1
15	Fort Trumbull -	New London, Ct. -	Bt. lieut. col. Fanning,	4th "	1
16	Military Academy	West Point, N. Y. -	Bt. lieu. col. De Russey,	det'mt	-
17	Fort Columbus	New York Harbor, N. Y. -	Lt. col. Brooks, -	4th art.	1
18	Fort Hamilton				3
19	Fort Lafayette				1
20	Fort McHenry -	Baltimore, Md. -	Bt. brig. gen. Fenwick	4th art.	1
21	Fort Severn -	Annapolis, Md. -	Bt. col. Walbach, -	1st "	1
22	Fort Washington	Left Bank of Potomac, Md.	Major Gates, - -	1st "	1
23	Washington Ars'l	Greenleaf's Pt. Wash. D. C.	Bt. major Mason, -	1st "	1
24	Fort Monroe -	Old Point Comfort, Va. -	Bt. brig. gen. Armistead	1, 3, 4 "	4
25	Fort Johnston -	Near Smithville, N. C. -	Bt. major Saunders, -	1st "	1
26	Fort Macon -	Near Beaufort, N. C. -	Bt. major Kirby, -	1st "	1
27	Fort Moultrie -	Charleston Harbor, S. C. -	Bt. brig. gen. Eustis,	1st "	1
28	Castle Pinkney				1
29	Augusta Arsenal	Augusta, Geo. -	Col. Lindsay, -	2d "	1
30	Oglethorpe Bar'ks	Savannah, Geo. -	Capt. Merchant, -	2d "	1
31	Fort Marion -	St. Augustine, Fl. -	Capt. Drane, - -	2d "	1

C.

under the command of Brevet Major General Winfield Scott.

PRESENT.

FOR DUTY.

Colonels.	Lieutenant Colonels.	Majors.	Adjutants.	Surgeons.	Assistant Surgeons.	Captains.	First Lieutenants.	Second Lieutenants.	Brevet 2d Lieutenants.	Sergeant Major.	Quartermaster Sergeants.	Sergeants.	Corporals.	Principal Musicians.	Musicians.	Artificers.	Privates.
-	-	-	-	-	1	2	2	1	-	-	-	12	15	-	5	-	108
-	-	-	-	-	1	1	-	1	1	-	-	6	5	-	3	-	56
-	-	-	-	-	-	2	1	2	1	-	-	5	6	-	3	-	54
1	-	-	1	1	-	1	1	1	-	1	1	6	3	2	2	-	60
-	-	-	-	-	1	2	-	1	1	-	-	6	7	-	1	-	71
-	-	-	-	-	1	1	-	1	1	-	1	6	7	-	4	-	54
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	1	-	1	-	-	-	-	-	-	1	-	1	-	1	-	-	5
-	-	-	-	-	1	1	3	4	2	-	-	9	9	1	5	-	116
-	-	1	-	-	1	1	-	1	-	-	-	4	3	-	2	3	37
-	-	-	-	-	-	1	1	-	-	-	-	4	4	-	2	2	35
-	-	-	-	-	1	1	-	2	-	-	-	5	4	-	1	3	27
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	1	1	1	-	-	-	-	4	2	-	2	3	26
-	-	1	-	-	1	1	1	1	-	-	-	5	2	-	2	3	31
-	-	-	-	-	-	-	-	-	-	-	-	1	3	-	-	1	11
-	-	-	-	-	1	1	1	1	-	-	-	5	3	-	2	2	41
-	1	-	-	-	1	2	-	1	2	-	-	9	9	-	5	6	74
-	-	-	-	-	-	1	-	1	-	-	-	4	3	-	2	-	29
1	-	-	1	-	1	1	-	-	-	-	-	4	2	-	2	2	35
-	1	-	-	-	1	-	1	-	-	1	-	5	2	-	2	2	25
-	-	1	-	-	1	1	1	-	-	-	-	2	2	-	1	2	29
-	-	-	-	-	-	1	-	-	1	-	-	2	3	-	2	1	29
1	1	-	1	1	-	2	5	2	1	1	-	14	8	-	5	6	115
-	-	-	-	-	-	-	1	1	-	-	-	3	3	-	2	-	36
-	-	-	-	-	-	1	1	1	-	-	-	5	3	-	2	3	30
-	-	-	-	-	1	1	2	1	-	-	-	4	3	-	1	-	27
1	-	-	-	-	-	1	1	-	-	-	-	4	4	-	2	2	33
1	-	-	1	-	1	1	-	1	-	1	1	4	2	-	1	2	28
-	-	-	-	-	1	1	1	-	-	-	-	4	2	-	2	1	22
-	-	-	-	-	1	1	-	1	1	-	-	4	3	-	2	3	31
5	4	3	5	2	18	30	24	25	11	5	4	146	122	4	65	47	1,275

C—Continued.

Number.	POSTS.	SITUATION.	COMMANDING OFFICERS.	Regiments.	Number of companies.
1	Fort Winnebago -	Portage, Fox, & Ouisconsin r.	Major Green, -	5th inf.	4
2	Fort Brady -	Soult St. Marie, M. T. -	Bt. major Cobbs, -	2d "	2
3	Fort Mackinac -	Michilimacinac, M. T. -	Captain Clitz, -	2d "	2
4	Fort Howard -	Green Bay, M. T. - -	Bt. brig. gen. Brooke,	5th "	4
5	Fort Dearborn -	Head of Lake Michigan, Il.	Bt. major Wilcox, -	5th "	2
6	Fort Gratiot -	Outlet of L. Huron, M. T. -	Bt. major Hoffman, -	2d "	2
7	Fort Niagara -	New York, N. Y. - -	(garrison withdrawn)	-	
8	Madison Barracks	Sackett's Harbor, N. Y. -	Lt. col. Cummings, -	2d "	-
9	Hancock Barracks	Holton, Me. - -	Bt. major Dearborn, -	2d "	4
10	Fort Sullivan -	Eastport, Me. - -	Major Churchill, -	3d art'y	1
11	Fort Preble -	Portland, Me. - -	Bt. major McClintock,	3d "	1
12	Fort Constitution -	Portsmouth, N. H. - -	Bt. major Ansart, -	3d "	1
13	Fort Independence	Boston, Mass. - -	(garrison withdrawn)	-	-
14	Fort Wolcott -	Newport, R. I. - -	Bt. major Lomax, -	3d "	1
15	Fort Trumbull -	New London, Ct. - -	Bt. lieut. col. Fanning,	4th "	1
16	Military Academy	West Point, N. Y. - -	Bt. lieu. col. De Russey,	detach.	-
17	Fort Columbus	New York Harbor, N. Y. -	Lt. col. Brooks, -	4th art.	1
18	Fort Hamilton				3
19	Fort Lafayette				1
20	Fort McHenry -	Baltimore, Md. - -	Bt. brig. gen. Fenwick	4th "	1
21	Fort Severn -	Annapolis, Md. - -	Bt. col. Walbach, -	1st "	1
22	Fort Washington -	Left bank of Potomac, Md.	Major Gates, - -	1st "	1
23	Washington Arsn'l	Greenleaf's Pt. Wash'n, D.C.	Bt. major Mason, -	1st "	1
24	Fort Monroe -	Old Point Comfort, Va. -	Bt. brig. gen. Armistead	1, 3, 4 "	4
25	Fort Johnston -	Near Smithville, N. C. -	Bt. major Saunders, -	1st "	1
26	Fort Macon -	Near Beaufort, N. C. -	Bt. major Kirby, -	1st "	1
27	Fort Moultrie -	Charleston Harbor, S. C. -	Bt. brig. gen. Eustis,	1st "	1
28	Castle Pinkney				1
29	Augusta Arsenal -	Augusta, Geo. - -	Col. Lindsay, -	2d "	1
30	Oglethorpe Barr'ks	Savannah, Geo. - -	Captain Merchant, -	2d "	1
31	Fort Marion -	St. Augustine, Fl. - -	Captain Drane, -	2d "	1

C—Continued.

| PRESENT. | | |

C—Continued.

Number.	POSTS.	SITUATION.	COMMANDING OFFICERS.	Regiments.	Number of Companies.
1	Fort Winnebago -	Portage,Fox,& Ouisconsin r.	Major Green - -	5th Inf.	
2	Fort Brady -	Sault St. Marie, M. T. -	Bt. major Cobbs -	2d "	
3	Fort Mackinac -	Michilimaeinâc, M. T. -	Captain Clitz -	2d "	
4	Fort Howard -	Green Bay, M. T. - -	Bt. brig. gen. Brooke -	5th "	
5	Fort Dearborn -	Head of Lake Michigan, Il.	Bt. major Wilcox -	5th "	
6	Fort Gratiot -	Outlet of L. Huron, M. T. -	Bt. major Hoffman -	2d "	
7	Fort Niagara -	New York. N. Y. - -	(garrison withdrawn)	–	
8	Madison Barracks	Sackett's Harbor, N. Y. -	Lt. col. Cummings -	2d "	
9	Hancock Barracks	Holton, Me. - -	Bt. major Dearborn -	2d "	
10	Fort Sullivan -	Eastport, Me. - -	Major Churchill -	3d Art'y	
11	Fort Preble -	Portland, Me. - -	Bt. maj. McClintock -	3d "	
12	Fort Constitution -	Portsmouth, N. H. - -	Bt. major Ansart -	3d "	
13	Fort Independence	Boston, Mass. - -	(garrison withdrawn)	–	
14	Fort Wolcott -	Newport, R. I. - -	Bt. major Lomax -	3d "	
15	Fort Trumbull -	New London, Ct. - -	Bt. lieut. col. Fanning,	4th "	
16	Military Academy	West Point, N. Y. - -	Bt. lieut. col. De Russey	Detach.	
17	Fort Columbus				
18	Fort Hamilton	New York Harbor, N. Y.	Lt. col. Brooks -	4th Ar.	
19	Fort Lafayette				
20	Fort McHenry -	Baltimore, Md. - -	Bt. brig. gen. Fenwick	4th "	
21	Fort Severn -	Annapolis, Md. - -	Bt. col. Walbach -	1st "	
22	Fort Washington -	Left Bank of Potomac, Md.	Major Gates - -	1st "	
23	Washington Arsn'l	Greenleaf's Pt. Wash'n,D.C.	Bt. major Mason -	1st "	
24	Fort Monroe -	Old Point Comfort, Va. -	Bt. br. gen. Armistead	1,3,4 "	
25	Fort Johnston -	Near Smithville, N. C. -	Bt. major Saunders -	1st "	
26	Fort Macon -	Near Beaufort N. C. -	Bt. major Kirby -	1st "	
27	Fort Moultrie	Charleston Harbor, S. C.	Bt. brig. gen. Eustis -	1st "	
28	Castle Pinkney				
29	Augusta Arsenal -	Augusta, Ga. - -	Col. Lindsay - -	2d "	
30	Oglethorpe Barr'ks	Savannah, Ga. - -	Captain Merchant -	2d "	
31	Fort Marion -	St. Augustine, Fl. - -	Captain Drane -	2d "	

ADJUTANT GENERAL'S OFFICE,
Washington, November 30, 1835.

R. JONES, *Adjutant General.*

C—Continued.

ABSENT.															PRESENT AND ABSENT.	
DETATCHED SERVICE.						WITH LEAVE OR ON FURLOUGH.										
Field Officers.	Captains.	First Lieutenants.	Second Lieutenants.	Bt. Second Lieutenants.	Non-comis'd officers, musicians, artificers & privates.	Field Officers.	Surgeons.	Assistant Surgeons.	Captains.	First Lieutenants.	Second Lieutenants.	Bt. Second Lieutenants.	Non-commis'd officers, &c.	Non-commissioned Officers, Musicians, &c. sick, in confinement, &c.	Total.	Aggregate.
-	2	2	-	-	5	-	-	-	-	-	1	4	-	2	197	215
-	-	1	1	-	1	-	-	1	1	1	-	1	2	1	100	110
-	-	-	-	1	16	-	-	-	-	1	-	-	1	-	105	113
-	3	2	2	3	71	-	-	-	-	-	-	1	2	6	199	218
-	-	1	-	1	3	-	-	-	-	-	-	-	-	1	97	105
-	-	1	1	-	2	-	-	-	-	-	-	-	1	2	96	104
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	11	13
-	1	1	-	1	-	-	-	-	2	-	-	-	1	1	196	213
-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	51	57
-	-	1	2	-	-	-	-	1	-	-	-	-	-	-	50	56
-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	48	54
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	1	1	1	-	-	-	-	-	-	1	-	-	2	47	54
-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	49	56
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	54
-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	55	61
-	-	5	5	-	-	-	-	-	-	1	-	-	1	1	148	167
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	52
-	-	1	1	-	-	-	-	-	-	-	1	-	-	-	60	68
-	-	-	1	1	-	-	-	-	1	1	-	-	-	-	51	60
-	-	-	1	1	3	-	-	-	-	-	1	-	-	-	48	55
-	-	2	1	-	4	-	-	-	-	-	1	-	-	-	50	56
-	-	3	6	-	3	-	-	-	-	1	-	1	-	1	199	226
-	-	1	1	-	-	-	-	-	1	-	-	1	-	2	56	62
-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	49	53
-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	44	51
-	-	1	1	-	-	-	-	-	-	-	1	-	-	-	52	58
-	-	-	1	-	-	-	-	-	-	2	-	-	-	1	43	51
-	-	1	2	-	-	-	-	-	-	-	-	-	-	-	39	45
-	-	2	1	-	-	-	-	-	-	-	-	-	-	-	55	62
1	6	30	31	9	110	-	-	2	5	9	7	9	8	20	2,297	2,549

HEAD QUARTERS OF THE ARMY,
Washington, November 30, 1835.

ALEX. MACOMB,
Major General commanding in chief.

D.

POSITION and Distribution of the Troops of the Western Depar

Number.	POSTS.	SITUATION.	COMMANDING OFFICERS.	Regiments.
1	Fort Snelling, -	Upper Mississippi, - -	Major Bliss, - -	1st Inf.
2	Fort Crawford, -	Prairie du Chien, M. T. -	Colonel Taylor, - -	1st Inf.
3	Fort Armstrong, -	Rock Island, Ill. - -	Lieut. Col. Davenport, -	1st Inf.
4	Fort Leavenworth,	Right bank of the Missouri, near the Little Platte,	Colonel Dodge, - -	Drag.
5	Jefferson Barracks,	Near St. Louis, Mo. - -	Bvt. Brig. Gen. Atkinson,	6th Inf.
6	Fort Gibson, -	Arkansas Territory, A. T. -	Bvt. Bg. Gen. Arbuckle,	Drag. 7th Inf.
7	Fort Coffee, -	Arkansas Territory, A. T. -	Captain Steuart, - -	7th Inf.
8	Fort Des Moines,	Right bank of the Mississippi, M. T. - -	Leut. Col. Kearny, -	Drag.
9	Fort Jesup, -	Near Natchitoches, La. -	Colonel Many, - -	3d Inf.
10	Fort Towson, -	On the Kiamichi, A. T. -	Lieut. Col. Vose, -	3d Inf.
11	Baton Rouge, -	Baton Rouge, La. - -	Bvt. Lieut. Col. Foster, -	4th Inf.
12	New Orleans, -	New Orleans, La. - -	Lieut. Col. Twiggs, -	4th Inf.
13	Fort Wood, -	Chef Menteur, La. - -	Bvt. Captain Lowd, -	2d Art.
14	Fort Pike, -	Petite Coquille, La. - -	Bvt. Major Mounfort, -	2d Art.
15	Fort Jackson, -	Near New Orleans, La. -	(garrison withdrawn,) -	-
16	Fort Morgan, -	Mobile Point, Ala. - -	Captain Belton, - -	2d Art.
17	Fort Pickens, -	On St. Rosa Island, Fl. -	Captain Gardiner, -	2d Art.
18	Fort Mitchell, -	Near Creek Agency, Ala. -	Bvt. Major McIntosh, -	4th Inf.
19	Fort King, -	Alachua, Fl. - - -	Bvt. Brig. Gen. Clinch,	1, 2, 3, Art, & 4th Inf.
20	Fort Brooke, -	Tampa Bay, Fl. - - -	Bvt. Major Zantzinger,	2&3 Art
21	Key West, -	Key West, Fl. - - -	Bvt. Major Dade, - -	4th Inf.
22	Fort Cass, (temp.)	Near Calhoun, Tenn. - -	Lieut. Howe, - -	4th Inf.

ment, under the command of brevet Major General Edmund P. Gaines.

D.

Number of Companies.	PRESENT. FOR DUTY. Colonels.	Lieutenant Colonels.	Majors.	Adjutants.	Surgeons.	Assistant Surgeons.	Captains.	First Lieutenants.	Second Lieutenants.	Brevet Second Lieutenants.	Sergeant Majors.	Quartermaster Sergeants.	Serjeants.	Corporals.	Principal Musicians.	Musicians.	Artificers.	Privates.
3	.	.	1	.	.	1	2	.	2	.	1	.	6	10	.	2	.	96
5	1	.	.	.	.	2	2	2	2	.	1	.	12	9	1	8	.	183
2	.	1	.	.	.	1	1	1	1	1	.	.	5	5	.	2	.	49
4	1	.	.	.	.	2	2	1	3	1	1	1	10	11	1	6	2	170
10	1	.	.	1	1	1	5	2	3	7	1	1	22	22	1	15	.	313
3	.	.	1	.	.	.	1	.	.	.	.	.	8	3	.	2	3	37
9	1	1	.	1	1	2	2	4	3	1	1	1	17	20	2	13	.	188
1	.	.	.	.	.	1	1	.	1	.	.	.	2	2	.	2	.	35
3	.	1	.	.	.	1	3	1	2	1	.	.	9	11	.	6	3	125
6	1	.	.	.	1	.	4	3	1	2	1	1	14	21	2	11	.	173
4	.	1	.	.	.	2	1	1	1	2	.	.	11	12	.	8	.	110
4	.	.	1	.	1	.	3	.	.	1	.	.	9	7	.	5	.	54
2	.	1	.	1	1	.	.	.	1	1	1	1	5	7	.	3	.	59
1	.	.	.	.	.	1	.	1	.	.	.	.	4	2	.	2	2	27
1	.	.	.	.	.	1	1	.	.	1	.	.	4	4	.	2	3	37
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
1	.	.	.	.	.	1	1	1	1	.	.	.	5	3	.	1	3	30
1	.	.	.	.	.	1	1	.	1	1	.	.	4	3	.	2	.	14
1	.	.	.	.	.	1	.	.	1	1	.	.	1	2	.	.	.	19
6	1	1	1	.	.	2	3	4	1	3	.	.	15	19	.	7	11	177
2	.	.	.	.	.	1	1	.	2	.	.	.	6	1	.	2	4	45
1	.	.	.	.	.	.	1	.	1	.	.	.	2	1	.	1	.	37
1	.	.	.	.	.	.	.	.	1	1	.	.	3	1	.	1	.	17
71	6	6	4	3	5	21	35	21	28	24	7	5	174	176	7	101	31	1,995

D—Continued.

Number.	POSTS.	SITUATION.	COMMANDING OFFICERS.	Regiments.
1	Fort Snelling, -	Upper Mississippi. - -	Major Bliss, - -	1st Inf.
2	Fort Crawford, -	Prairie du Chien, M. T. -	Colonel Taylor, - -	1st Inf.
3	Fort Armstrong, -	Rock Island, Ill. - -	Lieut. Col. Davenport, -	1st Inf.
4	Fort Leavenworth,	Right bank of the Missouri, near the Little Platte, -	Colonel Dodge, - -	Drag.
5	Jefferson Barracks,	Near St. Louis, Mo. - -	Bvt. Bg. Gen. Atkinson,	6th Inf.
6	Fort Gibson, - -	Arkansas Territory, A. T. -	Bvt. Bg. Gen. Arbuckle,	Drag. 7th Inf.
7	Fort Coffee. - -	Arkansas Territory, A. T. -	Captain Steuart, - -	7th Inf.
8	Fort Des Moines,	Right bank of the Mississippi, M. T. - - -	Lieut. Col. Kearny, -	Drag.
9	Fort Jesup, - -	Near Natchitoches, La. -	Colonel Many, - -	3d Inf.
10	Fort Towson, -	On the Kiamichi, A. T. -	Lieut. Col. Vose, - -	3d Inf.
11	Baton Rouge, -	Baton Rouge, La. - -	Bvt. Lieut. Col. Foster, -	4th Inf.
12	New Orleans, -	New Orleans, La. - -	Lieut. Col. Twiggs, -	4th Inf.
13	Fort Wood, -	Chef Mentuer, La. - -	Bvt. Captain Lowd, -	2d Art.
14	Fort Pike, - -	Petite Coquille, La. - -	Bvt. Major Mountfort, -	2d Art.
15	Fort Jackson, -	Near New Orleans, La. -	(garrison withdrawn,) -	-
16	Fort Morgan, -	Mobile Point, Ala. - -	Captain Belton, - -	2d Art.
17	Fort Pickens, -	On St. Rosa Island, Fl. -	Captain Gardiner, -	2d Art.
18	Fort Mitchell, -	Near Creek Agency, Ala. -	Bvt. Major McIntosh, -	4th Inf.
19	Fort King, -	Alachua, Fl. - - -	Bvt. Brig. Gen. Clinch,	1, 2, 3, Art. & 4th Inf.
20	Fort Brooke, -	Tampa Bay, Fl. - - -	Bvt. Major Zantzinger,	2&3 Art
21	Key West, -	Key West, Fl. - - -	Bvt. Major Dade, - -	4th Inf.
22	Fort Cass, (temp.) -	Near Calhoun, Tenn. - -	Lieut. Howe, - -	4th Inf.

D—Continued.

Number of Companies.	PRESENT.																		
	SICK.										ON EXTRA OR DAILY DUTY.								
	Field Officers.	Surgeons.	Captains.	First Lieutenants.	Second Lieutenants.	Brevet Second Lieutenants.	Non-Commissioned Officers.	Musicians.	Artificers.	Privates.	Field Officers.	Captains.	First Lieutenants.	Second Lieutenants.	Brevet Second Lieutenants.	Non-Commissioned Officers.	Musicians.	Artificers.	Privates.
3	.	.	.	.	.	.	.	1	.	6	.	.	.	1	1	3	.	.	29
5	.	.	.	.	.	.	1	1	.	12	.	.	.	1	.	2	.	.	22
2	.	.	.	.	.	.	1	.	.	1	.	.	.	.	1	1	.	.	7
4	.	.	.	.	.	.	2	.	1	19	.	.	1	1	.	3	.	1	41
10	.	.	.	.	.	.	4	.	.	14	.	1	1	1	.	3	.	.	16
3	.	1	1	2	1	.	7	.	.	26	.	.	.	.	.	1	1	.	8
9	.	.	.	.	1	1	11	1	.	70	.	1	.	.	.	3	.	.	66
1	.	.	.	.	.	.	1	.	.	3	.	.	1	.	.	1	.	.	3
3	.	.	.	.	.	.	3	.	.	10	.	.	.	.	.	1	.	.	2
6	.	.	1	1	1	.	.	.	.	13	.	.	.	1	.	4	.	.	30
4	.	.	.	.	1	1	1	.	.	15	.	.	1	.	.	1	.	.	8
2	.	.	.	.	.	.	.	.	.	6	.	.	1	.	.	2	.	.	18
1	.	.	.	.	.	.	.	1	.	6	.	.	.	.	.	1	.	.	2
1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	3
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.
1	.	.	.	.	.	.	1	.	1	3	.	.	.	.	.	.	.	1	1
1	.	.	.	.	.	.	.	.	.	3	.	.	.	.	.	2	.	.	10
8	.	.	.	.	.	.	5	.	1	20	.	.	.	1	1	2	.	3	1
2	.	.	.	.	.	.	3	.	2	17	.	1	.	.	.	1	.	.	4
1	.	.	.	.	.	.	1	.	.	3	.	.	.	.	.	.	.	.	3
1	.	.	.	.	.	.	1	.	.	1	.	.	.	.	.	1	.	.	2
71	.	1	2	3	4	2	42	4	5	248	.	3	6	6	3	33	1	5	290

D—Continued.

Number.	POSTS.	SITUATION.	COMMANDING OFFICERS.	Regiments.
1	Fort Snelling, -	Upper Mississippi, - -	Major Bliss, - -	1st Inf.
2	Fort Crawford, -	Prairie du Chien, M.T. -	Colonel Taylor, - -	1st Inf.
3	Fort Armstrong, -	Rock Island, Ill. - -	Lieut. Col. Davenport, -	1st Inf.
4	Fort Leavenworth,	Right bank of the Missouri, near the Little Platte,	Colonel Dodge, - -	Drag.
5	Jefferson Barracks,	Near St. Louis, Mo. - -	Bvt. Brig. Gen. Atkinson,	6th Inf.
6	Fort Gibson, -	Arkansas Territory, A. T. -	Bvt. Bg. Gen. Arbuckle,	Drag. 7th Inf.
7	Fort Coffee, - -	Arkansas Territory, A. T. -	Captain Steuart, - -	7th Inf.
8	Fort Des Moines,	Right bank of the Mississippi, M. T. - - -	Lieut. Col. Kearney, -	Drag.
9	Fort Jesup, - -	Near Nachitoches, La. -	Colonel Many, - -	3d Inf.
10	Fort Towson, -	On the Kiamichi, A.T -	Lieut. Col. Vose, - -	3d Inf.
11	Baton Rouge, - -	Baton Rouge, La. - -	Bvt. Lieut. Col. Foster, -	4th Inf.
12	New Orleans, -	New Orleans, La. - -	Lieut. Col. Twiggs, -	4th Inf.
13	Fort Wood, - -	Chef Menteur, La. - -	Bvt. Captain Lowd, -	2d Art.
14	Fort Pike, - -	Petite Coquille, La. - -	Bvt. Major Mountfort, -	2d Art.
15	Fort Jackson, - -	Near New Orleans, La. -	(garrison withdrawn,) -	-
16	Fort Morgan, -	Mobile Point, Ala. - -	Captain Belton, - -	2d Art.
17	Fort Pickens, -	On St. Rosa Island, Fl. -	Captain Gardiner, -	2d Art.
18	Fort Mitchell, -	Near Creek Agency, Ala. -	Bvt. Major McIntosh, -	4th Inf.
19	Fort King, - -	Alachua, Fl. - - -	Bvt. Brig. Gen. Clinch,	1, 2, 3, Art. & 4th Inf.
20	Fort Brooke, - -	Tampa Bay, Fl. - - -	Bvt. Major Zantzinger,	2&3Art
21	Key West, - -	Key West, Fl. - - -	Bvt. Major Dade, -	4th Inf.
22	Fort Cass, (temp.)	Near Calhoun, Ten. - -	Lieut. Howe, - -	4th Inf.

D—Continued.

Number of Companies.	PRESENT.											
	IN ARREST OR CONFINEMENT.										Commissioned Officers.	Non-Commissioned Officers, Musicians, Artificers, and Privates.
	Field Officers.	Surgeons.	Captains.	First Lieutenants.	Second Lieutenants.	Brevet Second Lieutenants.	Non-Commissioned Officers.	Musicians.	Artificers.	Privates.		
3	.	.	.	.	.	.	.	.	.	5	8	159
5	.	.	.	1	.	.	.	.	.	15	11	267
2	.	.	.	.	.	.	.	.	.	14	7	85
4	.	.	1	1	.	.	2	.	.	13	14	284
10	.	.	.	.	.	.	1	.	.	44	24	457
3	.	.	.	.	.	.	.	.	.	2	7	98
9	.	.	.	.	.	.	1	1	.	21	19	416
1	.	.	.	.	.	.	1	.	.	.	4	50
3	.	.	.	.	.	.	.	.	.	.	9	170
6	.	.	.	.	.	.	.	.	.	11	16	281
4	.	1	.	.	.	.	.	.	.	11	12	177
4	.	.	.	.	.	.	1	.	.	16	7	118
2	.	.	.	.	.	.	.	.	.	12	5	98
1	.	.	.	.	.	.	2	.	.	8	3	50
1	.	.	.	.	.	.	.	.	.	1	3	54
1	.	.	.	.	.	.	.	.	.	.	4	44
1	.	.	.	.	.	.	.	.	.	3	4	42
1	.	.	.	.	.	.	.	.	.	4	3	32
6	.	.	.	.	.	.	.	.	.	8	18	279
2	.	.	.	.	.	.	.	.	.	4	5	89
1	.	.	.	.	.	.	.	.	.	1	2	49
1	.	.	.	.	.	.	.	.	.	11	2	38
71	.	1	1	2	.	.	8	1	.	204	187	1,337

D—Continued.

Number.	POSTS.	SITUATION.	COMMANDING OFFICERS.	Regiments.
1	Fort Snelling, -	Upper Mississippi, - -	Major Bliss, - -	1st Inf.
2	Fort Crawford, -	Prairie du Chien, M. T. -	Colonel Taylor, - -	1st Inf.
3	Fort Armstrong, -	Rock Island, Ill. - -	Lieut. Col. Davenport, -	1st Inf.
4	Fort Leavenworth,	Right bank of the Missouri, near the Little Platte,	Colonel Dodge, - -	Drag.
5	Jefferson Barracks,	Near St. Louis, Mo. - -	Bvt. Bg. Gen. Atkinson,	6th Inf.
6	Fort Gibson, - -	Arkansas Territory, A. T. -	Bvt. Bg. Gen. Arbuckle,	Drag. 7th Inf.
7	Fort Coffee, - -	Arkansas Territory, A. T. -	Captain Steuart, - -	7th Inf.
8	Fort Des Moines,	Right bank of the Mississippi, M. T. - - - -	Lieut. Col. Kearny, -	Drag.
9	Fort Jesup, - -	Near Natchitoches, La. -	Colonel Many, - -	3d Inf.
10	Fort Towson, -	On the Kiamichi, A. T. -	Lieut. Colonel Vose, -	3d Inf.
11	Baton Rouge, -	Baton Rouge, La. - -	Bvt. Lieut. Col. Foster, -	4th Inf.
12	New Orleans. -	New Orleans, La. - -	Lieut. Col. Twiggs, -	4th Inf.
13	Fort Wood, - -	Chef Mentuer, La. - -	Bvt. Captain Lowd, -	2d Art.
14	Fort Pike, - -	Petite Coquille, - - -	Bvt. Major Mountfort, -	2d Art.
15	Fort Jackson, -	Near New Orleans, La. -	(garrison withdrawn,) -	-
16	Fort Morgan, -	Mobile Point, Ala. - -	Captain Belton, - -	2d Art.
17	Fort Pickins, -	On St. Rosa Island, Fl. -	Captain Gardiner, -	2d Art.
18	Fort Mitchell, -	Near Creek Agency, Ala. -	Bvt. Major McIntosh, -	4th Inf.
19	Fort King, - -	Alachua, Fl. - - - -	Bvt. Brig. Gen. Clinch,	1, 2, 3, Art. & 4th Inf.
20	Fort Brooke, - -	Tampa Bay, Fl. - -	Bvt. Major Zantzinger,	2&3 Art.
21	Key West, - -	Key West, Fl. - - -	Bvt. Major Dade, -	4th Inf.
22	Fort Cass, (temp.)	Near Calhoun, Tenn. - -	Lieut. Howe, - -	4th Inf.

ADJUTANT GENERAL'S OFFICE,
Washington, November 30, 1835,

R. JONES,
Adjutant General.

D—Continued.

Number of Companies.	ABSENT.															PRESENT AND ABSENT.	
	DETACHED SERVICE.							WITH LEAVE OR ON FURLOUGH.									
	Field Officers.	Captains.	First Lieutenants.	Second Lieutenants.	Brevet Second Lieutenants.	Non-Commissioned Officers, Musicians, Artificers, and Privates.		Field Officers.	Surgeons.	Assistant Surgeons.	Captains.	First Lieutenants.	Second Lieutenants.	Brevet Second Lieutenants.	Non-Commissioned Officers, &c.	Non-Commissioned, Officers, Musicians, &c.—sick—in confinement, &c.	Total.	Aggregate.
12	.	.	2	3	.	.		.	.	.	1	.	.	.	.	2	161	173
5	.	.	2	1	1	1		.	.	.	1	.	1	.	1	.	269	288
3	.	1	1	1	.	.		.	.	.	.	.	.	.	.	4	89	99
4	.	1	1	.	.	7		.	.	.	.	.	.	.	.	.	291	307
10	.	4	2	5	1	2		2	.	.	.	4	1	.	.	8	467	510
3	.	1	.	.	.	1		.	.	.	.	.	1	.	.	.	99	108
9	.	3	3	3	.	15		1	.	.	3	.	2	5	4	1	436	475
1	.	.	.	1	.	.		.	.	.	.	.	.	1	.	.	50	56
3	.	.	3	.	.	.		.	.	.	.	.	.	.	.	1	171	183
6	1	1	2	3	.	4		.	.	1	.	1	.	4	.	3	284	313
4	.	.	2	4	.	.		.	.	.	1	.	.	.	1	.	182	199
4	.	2	2	1	.	5		.	.	.	1	2	.	.	.	1	119	135
2	.	1	.	2	.	.		.	.	.	.	.	.	.	.	.	103	113
1	.	.	2	1	.	.		.	.	.	.	.	1	.	.	1	51	57
1	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.	54	61
.	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
1	.	.	1	.	.	.		.	.	.	.	.	.	.	.	.	44	49
1	.	.	2	.	.	4		.	.	.	.	.	.	.	.	1	47	53
1	.	.	.	.	.	.		.	.	.	1	1	.	.	.	1	33	38
6	.	3	6	9	2	23		.	.	.	.	1	.	.	4	3	309	348
2	.	.	4	1	1	2		.	.	.	.	.	.	1	.	5	96	108
1	.	.	1	.	.	.		.	.	1	.	.	.	1	.	2	51	56
1	.	1	.	.	.	1		.	.	.	.	1	.	.	5	.	44	48
71	1	22	39	32	5	65		3	.	2	8	10	6	12	15	33	3,450	3,777

HEAD QUARTERS OF THE ARMY.
Washington, November 30, 1835.

ALEX. MACOMB,
Major General commanding-in-chief.

E.

ADJUTANT GENERAL'S OFFICE,
Washington, November 30, 1835.

STATEMENT showing the whole number of recruits enlisted in the Army, from the 1st *of January, to the* 30th *of September,* 1835.

GENERAL RECRUITING SERVICE, EASTERN DEPARTMENT.

Lieut. Col. J. B Crane, 2d Artillery, Superintendent.

At Boston, Mass.	8	
New York, N. Y.	126	
Albany, N. Y.	61	
Utica, N. Y.	58	
Syracuse, N. Y.	46	
Rochester, N. Y.	63	
New Brunswick, N. J.	1	
Philadelphia, Pa.	133	
Lancaster, Pa.	48	
Harrisburg, Pa.	12	
Carlisle, Pa.	195	
Baltimore, Md.	113	
Fredericktown, Md.	79	
Winchester, Va.	13	
	——	956

GENERAL RECRUITING SERVICE, WESTERN DEPARTMENT.

Major A. R. Thompson, 2d Infantry, Superintendent.

At Pittsburg, Pa.	35	
Wheeling, Va.	24	
Newport, Ky.	15	
Louisville, Ky.	33	
Cincinnati, Ohio	68	
Zanesville, Ohio	24	
Nashville, Ten.	10	
	——	209

REGIMENTS.

In the Dragoons	-	6
In the 1st Artillery	17	
2d Artillery	17	
3d Artillery	25	
4th Artillery	79	
	——	138
In the 1st Infantry	10	
2d Infantry	48	
3d Infantry	16	
4th Infantry	81	
5th Infantry	14	
6th Infantry	42	
7th Infantry	14	
	——	225

n the detachment at West Point - - - -	11
band at West Point - - - - -	4
detachment of orderlies at Washington - -	3
t ordnance depots - - - - - -	38
Total number enlisted from the 1st of January, to the 30th September, 1835 - - - - -	1590
Amount of recruiting funds advanced to officers of the rmy from the 1st of January, to the 30th of September, 835 - - - - - - -	$17,940 00
Amount of those funds accounted for within the same pe- od - - - - - - - -	$14,371 70
Balance in the hands of recruiting officers, on the 30th of eptember, 1835 - - - - - -	$3,568 30

Respectfully submitted,

R. JONES, *Adj. Gen.*

To Major Gen. ALEXANDER MACOMB,
Commander-in-chief U. S. Army.

No. 2.

REPORT OF THE QUARTERMASTER GENERAL.

QUARTERMASTER GENERAL'S OFFICE,
Washington City, November 6, 1835.

SIR: In obedience to your order of the 4th of September, I have th honor to submit a report of the operations of the Department confided t my administration for the first, second, and third quarters of the preser year, to which I have added that portion of the operations of the last year not embraced in my report of the 22d of November, 1834.

The balance remaining to be accounted for by the several officers of th Department, at the date of that report, amounted to - $97,956 9

To which is to be added—

1st. Remittances, viz.

In the 4th quarter of	1834,	-	$307,860 80	
" 1st	1835,	-	178,956 74	
" 2d	1835,	-	202,375 00	
" 3d	1835,	-	169,475 00	
				858,667 54
In small sums during the year from other Departments, not on requisitions from this office, but accounted for through it, - - -				2,972 94
2d. Proceeds of the sales of public property, either unfit for service, or no longer required for public use; and rents received for public lands and buildings not required for military purposes, - - -				7,993 91
				869,634 39
Making the total to be accounted for, - -				967,591 38

Of which there has been accounted for—

1st. By disbursements, viz.

In the second and third quarters of 1834, not included in the last report, the accounts not having been received at its date, - -			7,665 22	
In the 4th quarter of	1834,	-	293,276 81	
" 1st	1835,	-	143,302 35	
" 2d	1835,	-	208,615 40	
" 3d	1835,	-	144,074 47	
				796,934 25

3d. By deposites to the credit of the Treasurer of the United States, and warrants returned to the Treasury,	8,530 97	
Total accounted for - - -		$805,465 22
Leaving a balance in the hands of the officers of the Department, to be accounted for, of - - -		$162,126 16

The report being made sixteen days earlier in the season this year than last year, the accounts of eight officers have not yet reached the office: when received, they will probably reduce the balance reported about thirty-six thousand dollars. The remainder is distributed among more than fifty officers at the various posts, and connected with the several public works directed by the Department, throughout the Union; all of which is applicable to the service for the present quarter, and, I have no doubt, will be promptly accounted for.

The accountability for the property under the administration of the Department is as prompt as heretofore.

The balances remaining in the Treasury on account of the Quartermaster's Department proper, and for the transportation of troops and supplies, and for the travelling allowance to officers, will be sufficient for all demands against them for the remainder of the year.

The appropriation for the transportation of ordnance has been found entirely inadequate. I have been obliged to increase that item to thirty thousand dollars; and even that sum, I apprehend, will fall short of the demands of the service.

Of the works under the direction of the Department, the barracks at New Orleans have been in rapid progress, and it is believed will be completed in the course of the ensuing winter without a further appropriation.

The hospital at Green Bay has been finished, and the barracks, it is believed, will be completed in the course of the winter.

The barracks and other buildings at Fort Gibson are not worth repairing. The sum which I asked at the first session of the last Congress would have put them in such repair as to have afforded comfortable accommodations for the troops for ten years. The sum granted was of no manner of use; and if the troops are to remain there, new barracks must be erected. The position is, in a military point of view, by far the most important on the whole Indian frontier; and a permanent work, with accommodations for twelve companies, should be erected there as soon as practicable. I have estimated for fifty thousand dollars to commence the work, and carry it on during the ensuing season; at least a hundred thousand dollars will be required to complete it.

The works at Savannah and Fort Severn have been in rapid progress during the season; and extensive repairs have, during the same period, been made at Baton Rouge. The expenditures on account of those works have been made from the appropriation for the Quartermaster's Department. When my estimates for last year were in the course of preparation, it was intimated to me that if the appropriation for the Department would bear the expenditures necessary to complete those works, and the barracks at Key West, that no specific estimates for them would be expected. I reported to you that the funds at the disposal of the Department would be ample, and on my recommendation you authorized their application to those objects. The Third Auditor of the Treasury has, however, suspended

the accounts of the officers who have made the disbursements, as he says, for the want of appropriations. If the matter should be thought to require the intervention of Congress, I respectfully ask that application be made to that body in behalf of the officers whose accounts have been suspended.

A company of artillery has been stationed at Washington for the protection of the arsenal; if they are to remain, and a prudent regard to the public interests would forbid their removal, barracks will be required for their accommodation, for which I respectfully ask that an appropriation be made. The penitentiary is so situated as to command the approach by land to the arsenal; and in the event of the convicts succeeding in obtaining the mastery over their keepers, they might seize the arsenal, and by holding the penitentiary at the same time, prevent any succour from reaching it from the city. Either the convicts should be removed, or the arsenal should no longer be occupied as a place for the deposit of arms and munitions; the better course, perhaps, under existing circumstances, would be to convert the penitentiary into barracks, and erect a building for the convicts in a more suitable position.

A property adjoining Fort McHenry, near Baltimore, which is now rented by the public for the accommodation of the garrison, will be sold in February next, under a decree of the chancellor. Regarding Fort McHenry even as a secondary work, according to the classification made by the Board of Engineers, the United States should own the property referred to; I therefore respectfully ask that authority be obtained from Congress to make the purchase. No appropriation will be required, as the necessary sum may be spared from the Quartermaster's Department.

Operations were commenced on the road authorized from Green Bay to Prairie du Chien, in Michigan, early in the season. The western section of the road, under the superintendence of Colonel Z. Taylor, had been finished on the 1st of August. At the date of the last reports, the troops were employed on the eastern section; but it is feared they will not be able to complete it during the present year.

The route of a road has been surveyed and marked from Saganaw to Macinac, a distance of one hundred and eighty-eight miles. Whether this communication be considered in relation to the transportation of the mail, the military defence of the frontier, or in its effect upon the sale of the public lands, it is one of the most important works upon which the Government is engaged. I have estimated for fifteen thousand five hundred dollars to commence the operations, and to carry them on during the next year.

The road from Strong's, near the St. Francis river, to Batesville, in Arkansas, has been located and surveyed, and will be opened, it is believed, as far as the appropriation will admit, in the course of the winter: a further appropriation will be required.

That part of the road from Memphis to Little Rock, under the direction of this Department, is in progress.

The road from Fort Smith to Jackson, in Lawrence county, in Arkansas, has been located and surveyed; and the officer in charge of it has a party at work on it. It will probably be finished this fall, as far as the appropriation will admit: a further appropriation will be necessary.

The road from Helena to the mouth of Cache river has been located and surveyed, and the officer in charge of it has a party engaged in opening it.

Orders have been given to commence operations on the route of a road, directed, by an act of the last Congress, to be opened from the southern boundary of the State of Missouri, by Jackson, Little Rock, and Washington, to the town of Fulton, on the north bank of Red river.

On the road from St. Augustine to Tallahassee, in Florida, operations were commenced on the 20th of July, and at the last report, the work was in rapid progress. An additional appropriation will be required.

On the road from Pensacola to Tallahassee, operations were commenced on the 1st of July, and the work will probably be completed by means of the appropriation made at the last session of Congress, from the latter place to the Choctawhatchee, where it connects with the steamboat line on Santa Rosa's sound.

The work on the road from the head of Pensacola bay, by Pittman's ferry, to Webbville, in Florida, was commenced on the 7th of April last. A further appropriation of two thousand dollars will be required to complete it, and to repair the road from Pensacola to the head of the Bay.

There is a balance of about six hundred dollars of the appropriation for the military road in the State of Maine, which the authorities of the State desire to receive for the purpose of expending it in repairs upon the road. I submit the subject with a view of obtaining the sanction of Congress to the transfer, should the Secretary of War approve of the measure.

The work for the improvement of the Escambia river was recommenced on the 25th of July, and at the last report from the officer superintending it, the river had been cleared forty-one miles; the present appropriation will carry the improvements about twenty-one miles further; an appropriation of five thousand five hundred dollars will be required to continue the work next season.

The improvement of the Chipola river had not been commenced on the 26th of September, the date of the last report, in consequence of the water having, up to that time, been too high to admit of a satisfactory examination of the channel. As much as possible will be accomplished the present season, but an additional appropriation of four thousand dollars will be required to complete the work: the distance to be improved is about one hundred and twenty-five miles.

The officer charged with the improvement of the Ocklawaha had made arrangements at the last report to commence the work on that river, which will be carried on with the utmost vigor until completed: it is believed the present appropriation will be sufficient.

The course of observations commenced in November last at the Delaware breakwater have been continued during the present season; and though portions of the harbor are gradually filling with mud and sand, no doubt remains of the great importance of the work as a commercial harbor.

The labors were resumed on the eastern end of the breakwater in July, and the operations have been limited to raising that part of the work, so as to enable navigators to avoid running their vessels on it at high water. 1,404 tons of stone have been deposited. A large balance of the appropriation remains unexpended, the greater part of which will be applicable to the service of the next year. It is proposed that the examination of the work by a board of engineers, for the purpose of determining whether any change in the form of the harbor be expedient, be deferred until March or April, in order to afford us the advantage of observing the effect of the storms and currents upon the exterior of the work, as well as upon the

shoals forming within, during the ensuing winter. I have presented an estimate for one hundred thousand dollars, which, with the balance that will remain after closing the business of the present year, will be as much as can be advantageously used next year.

It becomes my duty to those associated with me in this office to ask the attention of the Secretary of War to the entire inadequacy of their compensation. The principal clerk receives twelve hundred dollars a year; the second clerk nine hundred and fifty; the third eight hundred and forty and two sergeants receive, in addition to their pay in the army, each four hundred and forty-five dollars and twenty-five cents. The great disbursing Departments of the army are the Quartermaster's, the Paymaster's, the Engineer, the Subsistence, and the Ordnance Departments. The principal clerk in the Paymaster General's Office receives seventeen hundred dollars and two other clerks each eleven hundred dollars a year: the principal clerk in the Office of the Commissary General of Subsistence receives sixteen hundred dollars, the second clerk twelve hundred dollars, and the third clerk a thousand dollars a year. There is nothing in the nature of the duties performed by the gentlemen of the two offices last named to justify the distinction made between them and the clerks in this office; the latter perform duties as important and laborious, and which require as much intelligence, time, and talent, as the former; and on principles of strict justice they should have equal compensation. The business of this office is never allowed to fall back on the plea that the force attached to it is not sufficient to keep it up: if the gentlemen of the office be unable to dispose of it in the hours usually devoted to official labor in the public offices, they are required to work at other hours, and are often employed until late at night; and often at times when those who receive much greater compensation are at their homes, or attending to their private affairs. I respectfully ask that the Secretary of War do them the justice to place their case before Congress: and I have the honor to be,

With the most respectful consideration,

His most obedient servant,

TH. S. JESUP,

Major Genl. and Quartermaster General.

The Hon. Lewis Cass,

Secretary of War, Washington City.

No. 3.

EPORT OF THE COMMISSARY GENERAL OF SUBSISTENCE.

OFFICE OF THE COM. GEN. OF SUBSISTENCE.
Washington, November 18, 1835.

Sir: In obedience to your instructions of 4th September, ult. I have the nor to present a statement of the moneys remitted and charged to contractors, and to the disbursing officers of the commissariat, in the 1st, 2d nd 3d quarters of the year, together with the balances in the hands of the tter on the 31st of December, 1834, amounting to $375,354 08

'o which is to be added the balances due them on the settlement of their accounts, - - - - - 313 61

ggregating, - - - - - - - 375,667 69

'he amount accounted for during the same period. is 323,035 17

eaving a balance of - - - - - $ 52,632 52

rom which is to be deducted,

'his sum, charged to contractors as the difference in price of stores purchased to supply deficiencies arising from their failures, $1,761 70

'his sum, expended on account of Quarter Master's Department, not brought to the credit of the officers on account of subsistence. 2,000 00

'his sum, due by Assistant Commissaries at the period of their decease:

ieut. Walter S. Chandler, - - $43 10
ieut. D. P. Manning, - - 71 72
ieut. Charles Pettigru, - - 145 67

259 89

nd this sum, remitted late in 3d, for expenditures of the 4th quarter, - - - - 3,750 00

7,771 59

aving - - - - - - $44,860 93

ctually in possession of the assistant and acting assistant commissaries, pplicable to the expenditures of the 4th quarter of the year.

Of one hundred and sixteen officers disbursing the public money on account of subsistence, for the period embraced in this statement, the accounts of four only, were not received at its completion. One has rendered his account since; and the remaining three are so remote, that time has ot been afforded for their reception; it is believed however, from the nature of their receipts and expenditures, that had they reached the Department, the statement would not have been materially affected: no doubt they

will shortly reach the office, and every cent will be strictly accounted for
the 4th quarter of the year.

The amount due by Lieut. Chandler, $43 10, was received by hi
from his predecessor but a short time previous to embarking at Fort Mc-
gan for Mobile, and was intended to subsist his command in the bo
which, on its return from the latter to the former place, was unfortunate
capsized, and all but one man perished; and although the body of Lieu
Chandler was subsequently found, yet no funds were on his person; t
presumption is, therefore, that the major part was expended during his a-
sence, in subsisting his command; it is due to the memory of the decease
to state, that in all his previous transactions with the Department, his a-
counts were rendered with the greatest promptitude.

It is believed that sufficient pay is due Lieut. Manning to cover t
$71 72 due by him.

Of the $145 07 due by Lieut. Pettigru, $100 were remitted on t
8th of August last, and have not been acknowledged by him; the inferen
is, that it was not received; upon the Treasurer's warrant for that su
reaching this office, it will be cancelled, and the amount passed to h
credit; the $45 07 are suspended vouchers, forwarded him on the s
tlement of former accounts for explanation; these can also, upon their rece
tion here, be now admitted to his credit.

It is nothing more than justice to Lieutenants Manning and Pettigru
remark, that from the prompt manner in which all their previous accoun
were rendered, it is believed, that had they survived, every cent in their po
session would have been honorably and satisfactorily accounted for.

Very respectfully,
Your most ob't servant,
GEO. GIBSON, *Com. Gen. Sub.*

Hon. LEWIS CASS,
Secretary of War.

STATEMENT exhibiting the moneys remitted to Contractors from the 1st of January, to the 30th of September, 1835; the moneys paid to them by Agents of the Department; the sums charged to them on account of failures, and the amounts accounted for by them; the balances in the hands of the Disbursing Officers of the Department on the 31st of December, 1834; the remittances made them in the 1st, 2d, and 3d quarters of 1835; the sums charged to them as transfers from one office to another; sales to officers at the Frontier Posts; sale of surplus provisions, empty barrels, boxes, &c.; and the amounts accounted for by them during the same period, together with the balances in their possession at the expiration of the 3d quarter of the year

Names.	Balances on hand 31st December, 1834.	Remitted.	Charged on account of failures.	Paid to Contrac'rs by Agents of the Dep't's; transfers, sales to officers on the frontier posts, surplus stores, &c.	Total charged.	Accounted for.	Balances due to Assis't Com's 30th September, 1835.	Balances due from Assis't Com's 30th September, 1835.	Remarks.
Jas. and Robt. Aull, Contractors	-	$ 3,079 78	-	-	$ 3,079 78	$ 3,079 78			
Samuel and Isaac Bell, do -	-	5,971 50	$ 80 45	-	6,051 95	6,951 95			
Samuel T. Cross, do -	-	11,522 84	-	-	11,522 84	14,522 84			
H. and D. Cotheal, do -	-	10,865 24	-	-	10,865 24	10,865 24			
C. M. Gidings, do -	-	15,669 72	-	-	15,669 72	15,669 72			
James Hanson, do -	-	983 10	-	-	983 10	983 10			
Hill and McGunnegle, do -	-	-	280 98	$5,504 24	5,785 22	5,785 22			
Alpheus Hyatt, do -	-	6,273 92	232 78	-	6,506 70	6,506 70			
Wm. and John James, do -	-	7,280 04	-	-	7,280 01	7,280 01			
Mills and Beach, do -	-	577 68	-	-	577 68	577 68			
Charles Moody, do -	-	1,336 23	-	-	1,336 23	1,336 23			
Oliver Newberry, do -	-	21 11	-	-	21 11	21 11			
Joseph C. Noyes, do -	-	473 38	-	-	473 38	473 38			
Peebles and Graham, do -	-	14,917 93	1,106 19	-	16,024 12	16,024 12			
Theodore E. Phelps, do -	-	3,875 49	-	-	3,875 49	3,875 49			
Joseph L. Sanford, do -	-	8,196 99	-	-	8,196 99	8,196 99			
William Stewart, do -	-	20,260 90	-	-	20,260 90	20,260 90			
Edwards Simms, do -	-	3,221 43	3 80	-	3,225 23	3,225 23			
Joseph G. Sise, do -	-	2,418 47	-	-	2,418 47	2,418 47			
Francis J. Smith, do -	-	400 11	-	-	400 11	400 11			

STATEMENT—Continued.

Names.	Balances on hand 31st December, 1834.	Remitted.	Charged on account of failures.	Paid to Contractors by Agents of the Departments, transfers, sales to officers on the frontier posts, surplus stores, &c.	Total charged.	Accounted for.	Balances due to Assis't Com's 30th Sept. 1835.	Balances due from Assis't Com's 30th Sept. 1835.	Remarks.
G. B. Wilson, Contractor	-	$2,376 67	$57 50	-	$2,434 17	$2,434 17			
A. Ames, Sp. Con. for Recruits	-	72 40	-	-	72 40	72 40			
E. B. Armstrong, & Co. do	-	45 99	-	-	45 99	45 99			
John C. Campbell, do	-	42 19	-	-	42 19	42 19			
Hunter Crane, do	-	572 94	-	-	572 94	572 94			
Henry Cassidy, do	-	273 70	-	-	273 70	273 70			
Patrick Cassidy, Cont'r for Rec'ts	-	165 12	-	-	165 12	165 12			
T. B. Coleman, do	-	235 88	-	-	235 88	235 88			
E. S. Comstock, do	-	417 99	-	-	417 99	417 99			
Benjamin Dana, do	-	588 43	-	-	588 43	588 43			
P. Foster, do	-	226 99	-	-	226 99	226 99			
John K. Graham, do	-	698 84	-	-	698 84	698 84			
Gray & Noble, do	-	237 61	-	-	237 61	237 61			
Samuel Humes, Jr. do	-	417 60	-	-	417 60	417 60			
R. R. Hurlburt, do	-	113 74	-	-	113 74	113 74			
Samuel Johnston, do	-	75 88	-	-	75 88	75 88			
John Kenney, do	-	171 28	-	-	171 28	171 28			
John Price, do	-	95 20	-	-	95 20	95 20			
J. L. Rice, do	-	758 92	-	-	758 92	758 92			
Joseph Savage, do	-	70 31	-	-	70 31	70 31			
John J. Salvage, do	-	194 55	-	-	194 55	194 55			
J. L. Sanford, do	-	527 92	-	-	527 92	527 92			
H. B. Sherman, do	-	757 87	-	-	757 87	757 87			
Edward Shower, do	-	2,399 44	-	-	2,399 44	2,399 44			
John F. Truax, do	-	92 24	-	-	92 24	92 24			
M. D. Wheeler & Co. do	-	242 05	-	-	242 05	242 05			
Jacob Wiest, do	-	388 40	-	-	388 40	388 40			

[illegible]	do	[illegible]	[illegible]	-	527 14	2,180 41	1,174 43	-	1,005 98	$1,000 to Qr. M'rs Dept. not credited to him.
John H. Allen,	do	-	250 00	-	672 33	922 33	414 45	-	507 88	Disbursing acct. 3d qr. not received.
Saml. R. Allston,	do	753 53	2,600 00	-	157 82	3,511 35	2,175 26	-	1,336 09	Do.
R. Anderson	do	14 84	100 00	-	10 00	124 84	124 84	-	-	Closed.
E. B. Babbitt,	do	1,469 45	-	-	2,246 55	3,716 00	2,524 35	-	1,191 65	Disbursing.
J. W. Barry,	do	91 76	800 00	-	25 42	917 18	917 18	-	-	Closed.
W. E. Basinger,	do	155 49	600 00	-	123 37	878 86	750 38	-	128 48	Disbursing.
John Beach,	do	-	-	-	1,889 47	1,889 47	516 23	-	1,373 24	Do.
Capt. F. S. Belton, Acting	do	-	500 00	-	140 13	640 13	664 07	24 94	-	Due him on settlement.
Lieut. J. E. Blake,	do	-	-	-	72 90	72 90	18 30	-	54 60	Disbursing.
F. Britton,	do	-	-	-	8 25	8 25	8 25	-	-	Closed.
Capt. H. Brown,	do	1,051 71	16,000 00	-	100 00	17,151 71	17,069 16	-	82 55	Disbursing
Lieut. J. H. K. Burgwin,	do	215 26	-	-	585 37	800 63	911 86	111 23	-	Do.
J. R. D. Burnett,	do	-	400 00	-	139 13	539 13	527 28	-	11 85	Do.
Capt. J. R. Butler, Acting	do	449 93	850 00	-	10 43	1,310 36	1,293 71	-	16 65	Do.
Lieut. L. F. Carter,	do	4,381 91	-	-	2,550 77	6,932 68	2,874 14	-	4,058 54	Disbursing ac't 3d qr. not received.
J. A. Chambers,	do	253 96	300 00	-	59 10	613 06	613 06	-	-	Closed.
John C. Casey,	do	-	500 00	-	-	509 00	-	-	500 00	Disbursing, remitted late in 3d quarter.
W. S. Chandler,	do	-	-	-	43 10	43 10	-	-	43 10	Dead.
C. O. Dollins,	do	-	1,150 00	-	21 75	1,171 75	1,128 49	-	43 26	Disbursing.
Capt. P. F. G. Cooke, acting	do	-	300 00	-	-	300 00	300 00	-	-	Closed.
Lieut. G. H. Crosman,	do	-	-	-	2,619 97	2,619 97	2,195 89	-	424 08	Disbursing.
Major F. L. Dade, acting	do	361 33	700 00	-	14 76	1,076 09	1,012 87	-	63 22	do.
Lieut. F. L. Dancey,	do	221 13	1,200 00	-	202 26	1,623 39	1,575 49	-	47 90	do.
J. P. Davis,	do	292 18	250 00	-	357 89	900 07	539 47	-	360 60	do.
J. Dimick,	do	-	650 00	-	-	640 00	650 00	-	-	Closed.
S. H. Drum,	do	-	10,000 00	-	5,809 57	15,809 57	12,688 86	-	3,120 71	Disbursing.
James Duncan,	do	-	-	-	287 69	287 69	287 69	-	-	Closed.
A. B. Eaton,	do	388 07	-	-	647 64	1,035 71	1,035 71	-	-	do.
N. J. Eaton,	do	1,052 16	-	-	687 96	1,740 12	1,520 14	-	219 98	Disbursing.
A. G. Edwards,	do	82 94	-	-	-	82 94	82 94	-	-	Closed.
W. H. Emory,	do	-	-	-	25 00	25 00	25 00	-	-	do.
Wm. Eustis,	do	90 64	-	-	61 91	152 58	17 25	-	135 33	Disbursing.
Capt. H. W. Fitzhugh, act.	do	58 38	2,500 00	-	5 02	2,563 40	1,494 42	-	1,068 98	do.
Lieut. Lem'l Gates,	do	654 85	-	-	-	654 85	654 85	-	-	Closed.
J. R. B. Gardenier,	do	1,941 13	-	-	-	1,941 13	1,941 13	-	-	Do.
Campbell Graham,	do	-	-	-	43 51	43 51	43 51	-	-	do.
John B. Grayson,	do	290 52	400 00	-	278 64	969 16	769 86	-	199 30	Disbursing

STATEMENT—Continued.

Names.		Balances on hand 31st December, 1824.	Remitted.	Charged on account of failures.	Paid to Contractors by Agents of the Departments, transfers, sales to officers on the frontier posts, surplus stores, &c.	Total charged.	Accounted for.	Balances due to Assist Com'ss 30th Sept. 1835.	Balances due from Ass't Com'ss 30th Sept. 1835.	Remarks.
Lieut. G. S. Greene,	A. C. S.	$112 84	$550 00	-	$4 24	$667 08	$667 57	$0 49	-	Balance due him on settlement.
Capt. Tim. Green,	do	478 04	5,200 00	-	139 40	5,817 44	4,804 78	-	1,012 66	Disbursing.
E. Harding, acting	do	-	1,150 00	-	-	1,150 00	928 49	-	221 51	do.
Lieut. W. L. Harris,	do	-	-	-	1,131 00	1,131 00	1,131 00	-	-	Closed.
Capt. T. J. Harris, acting	do	-	-	-	50 00	50 00	50 00	-	-	do.
Lieut. T. M. Hill,	do	-	-	-	14 12	14 12	14 12	-	-	do.
J. L. Hooper,	do	1,004 04	2,300 00	-	3 90	3,307 94	1,218 55	-	2,089 39	Disbursing account, 3d qr. not received.
L. T. Jamison,	do	601 29	-	-	423 57	1,021 86	786 05	-	238 81	do do.
J. R. Irwin,	do	113 79	1,250 00	-	62 17	1,425 96	1,424 71	-	1 25	Balance due U. States on settlement.
Thos. Johns,	do	-	100 00	-	144 55	244 55	244 55	-	-	Closed.
Capt. Wm. R. Jouett, act.	do	-	600 00	-	-	600 00	600 00	-	-	do.
Lieut. J. W. Kingsbury,	do	356 89	38,800,00	-	3,169 22	42,326 11	26,875 08	-	15,451 03	Disbursing.
Samuel Kinney,	do	178 80	-	-	601 47	780 27	780 27	-	-	Closed.
Major E. Kirby, P. M. act.	do	-	-	-	101 42	104 42	101 42	-	-	do.
Lieut. E. M. Lacey,	do	154 92	-	-	661 71	816 63	172 28	-	644 35	Disbursing acc'ts, 3d qr. not received.
J. A. d' Lagnel,	do	275 02	550 00	-	89 48	914 50	914 50	-	-	Closed.
A. M. Lea,	do	-	-	-	50 14	50 14	50 14	-	-	do.
T. J. Lee,	do	3 10	10,300 00	-	-	10,303 10	10,303 10	-	-	do.
R. W. Lee,	do	100 00	-	-	238 38	338 38	265 83	-	72 55	Disbursing.
Col. Wm. Lindsay, acting	do	71 13	-	-	-	71 13	71 13	-	-	Closed.
Lieut. J. L. Locke,	do	339 79	1,000 00	-	87 05	1,426 84	1,231 19	-	195 65	Disbursing.
E. R. Long,	do	-	500 00	-	351 48	851 48	236 01	-	615 47	do.
P. A. Manning,	do	39 58	-	-	632 17	671 75	600 00	-	71 75	Closed.

D. A. Manning,	do	35 55	-	-	636 17	671 72	600 00	-	71 72	Dead.
N. C. Maerae,	do	-	-	-	2,458 45	2,458 45	1,758 59	-	699 86	Disbursing.
John Maekay,	do	-	750 00	-	21 82	771 82	771 82	-	-	Closed.
J. McClure,	do	1,720 04	-	-	1,278 61	2,998 65	293 69	-	2,704 96	Disbursing $1,000, qr. not credited him.
Samuel McKenzie,	do	43 10	-	-	-	43 10	43 10	-	-	Closed.
Capt. C. S. Merchant, act.	do	-	200 00	-	205 45	405 45	405 45	-	-	do.
Lieut. M. E. Merrill,	do	31 45	850 00	-	1,393 78	2,275 23	1,798 46	-	476 77	Disbursing.
Capt. A. Mordecai, acting	do	-	500 00	-	343 72	843 72	843 72	-	-	Closed.
Lieut. Gouv. Morris,	do	1,395 28	2,400 00	-	142 98	3,938 26	3,283 45	-	654 81	Disbursing.
P. Morrison,	do	2,050 94	17,497 49	-	100 60	19,649 03	19,475 16	-	173 97	do.
Capt. J. Mountfort, acting	do	-	-	-	178 33	178 33	185 27	6 94	-	do.
Lieut. A. C. Myers,	do	-	100 00	-	50 00	150 00	150 00	-	-	Closed.
Geo. Nauman,	do	58 62	500 00	-	398 73	957 35	740 19	-	217 16	Disbursing.
L. B. Northrop,	do	6 54	-	-	-	6 54	6 54	-	-	Closed.
Tim. Paige,	do	500 10	-	-	-	500 10	500 10	-	-	do.
J. W. Penrose,	do	235 93	500 00	-	449 09	1,185 02	1,262 23	77 21	-	Disbursing.
H. E. Prentiss,	do	-	300 00	-	10 13	310 13	310 13	-	-	Closed.
Charles Pettigru,	do	212 38	1,100 00	-	-	1,312 38	1,167 31	-	145 07	Dead.
R. H. Peyton,	do	-	300 00	-	603 94	903 94	847 49	-	56 45	Disbursing.
J. A. Phillips,	do	95 55	-	-	-	95 55	95 55	-	-	Closed.
Capt. George Ramsay, act.	do	-	450 00	-	418 04	868 04	868 04	-	-	do.
J. W. Riply,	do	-	100 00	-	82 64	182 64	98 38	-	84 26	Disbursing.
Lieut. R. H. Ross,	do	-	-	-	1 76	1 76	1 76	-	-	Closed.
S. L. Russel,	do	311 11	900 00	-	462 66	1,676 77	1,181 04	-	495 73	Disbursing.
J. R. B. Sereven,	do	-	250 00	-	-	250 00	104 62	-	145 38	do.
Enoch Steene,	do	1,552 06	-	-	696 05	2,248 11	2,247 22	-	89	Bal. due U.S.on settlem't.
C. C. Sibly,	do	300 00	-	-	-	300 00	300 00	-	-	Closed.
J. R. Smith,	do	247 66	550 00	-	644 70	1,442 36	1,434 83	-	7 53	Bal. due U.S. on settlem't.
John B. Scott,	do	-	2,000 00	-	6 57	2,006 57	1,437 47	-	569 10	Disbursing.
Moses Scott,	do	-	1,000 00	-	-	1,000 00	1,000 00	-	-	Closed.
T. B. W. Stockton,	do	-	-	-	600 00	600 00	600 00	-	-	do.
T. Swords,	do	-	300 00	-	-	300 00	300 00	-	-	do.
C. Smyth,	do	-	-	-	400 72	400 72	484 11	83 39	-	Bal. due him on settlem't.
G. H. Talcott,	do	-	500 00	-	232 23	732 23	215 89	-	486 34	Disbursing.
Capt. J. P. Taylor,	Comm'y	10,493 12	-	-	-	10,493 12	4,156 16	-	6,336 96	do.
Lieut. Francis Taylor,	A. C. S.	35 31	750 00	-	79 61	864 92	689 06	-	175 86	do.
James H. Taylor,	do	29 11	-	-	983 11	1,012 22	1,012 22	-	-	Closed.
R. E. Temple,	do	104 42	-	-	-	104 42	104 42	-	-	do.
B. A. Terret,	do	-	-	-	1,773 06	1,173 06	1,567 11	-	205 95	Disbursing.
Maj. A. R. Thompson, act.	do	-	300 00	-	-	300 00	300 00	-	-	Closed.
Capt. Charles Thomas, "	do	-	-	-	492 73	492 73	492 73	-	-	do.

STATEMENT—Continued.

Names.	Balances on hand 31st December, 1834.	Remitted	Charged on account of failures.	Paid to Contractors by Agents of the Departments, transfers, sales to officers on the frontier posts, surplus stores, &c.	Total charged.	Accounted for.	Balances due to Assis't Com'r 30th Sept. 1835.	Balances due from Assis't Com'r 30th Sept. 1835.	Remarks.
Lieut. W. A. Thornton, A. C. S.	-	$1,300 00	-	398 16	$1,698 16	$1,518 53	-	$179 66	Disbursing.
D. D. Tompkins, do	$36 09	1,200 00	-	33 39	1,269 48	1,204 58	-	64 90	do.
D. H. Tufts, do	1 75	800 00	-	2 24	808 99	807 00	$3 01	-	do.
A. Ury, do	-	-	-	1,171 57	1,171 57	1,171 57	-	-	Closed.
Capt. Jeff. Vail, acting do	-	-	-	123 34	123 34	129 74	6 40	-	Bal. due him on settlem't.
D. Van Ness, " do	154 18	-	-	-	154 18	-	-	154 18	Under stoppage.
Lieut. J. R. Vinton, do	23 45	700 00	-	47 70	771 15	750 80	-	20 35	Disbursing.
R. D. A. Wade, do	1 13	1,500 00	-	51 57	1,552 70	1,454 53	-	98 17	do.
Wm. Wall do	79 29	550 00	-	33 68	662 97	616 80	-	46 17	do.
Major H. Whiting, acting do	376 50	5,500 00	-	-	5,876 50	5,091 45	-	785 05	do.
Lieut. D. P. Whiting, do	-	800 00	-	-	800 00	800 00	-	-	Closed.
John Williamson, do	159 69	550 00	-	998 87	1,708 56	1,589 43	-	119 13	Disbursing.
George Wilson, do	-	-	-	1,012 58	1,012 58	228 05	-	784 53	do.
John H. Winder, do	-	1,350 00	-	-	1,350 00	1,216 00	-	134 00	do.
Total amount, -	40,207 44	281,303 50	1,761 70	52,081 44	375,354 08	323,035 17	313 61	52,632 52	

RECAPITULATION.

Total amount charged,		$375,354 08
Balances due to Assistant Commissaries on the settlement of their accounts,		313 61
		375,667 69
Accounted for,		323,035 17
		52,632 52
Deduct this sum, charged to Contractors as the difference in price of stores purchased to supply deficiencies arising from their failures,	$1,761 70	
Deduct this sum, expended on account of Quartermaster's Department, not brought to the credit of the officers on account of Subsistence,	2,000 00	
Deduct this sum, due by Lieutenant W. S. Chandler, at the period of his decease,	43 10	
Do. do. Lieutenant D. A. Manning, do do	71 72	
Do. do. Lieutenant Charles Pettigru, do do	145 07	
Do. remitted late in the 3d, for the expenditures of the 4th quarter of the year,	3,750 00	
		7,771 59
Leaving in the hands of the Agents of the Department 30th September, 1835, applicable to the expenditures of the 4th quarter,		$44,860 93

OFFICE OF THE COMMISSARY GENERAL OF SUBSISTENCE,

Washington, November 17, 1835.

GEO. GIBSON, *C. G. S.*

No. 4.

REPORT OF THE PAYMASTER GENERAL.

PAYMASTER GENERAL'S OFFICE,

Washington City, November 30, 1835.

SIR: I have the honor, herewith, to submit a report of the transactions of the Pay Department for the year ending the 30th of September, 1835.

It will be seen that the balances in the hands of paymasters, and the sums received by them from the Treasury during the fiscal year, amount to one million five hundred and ninety-six thousand five hundred and eighty-five dollars and twenty-two cents; all of which they have accounted for, except $54,942 80. A part of this sum is charged to late Paymaster Wright, being the balance reported against him by the Auditor. His administrators claim credits from the United States on account of rejected vouchers and disallowances, to a greater amount. Whatever balance may be finally adjudged to be due, will be paid without loss. The remainder to be accounted for was advanced for the payment of the troops on Red river; the paymaster received it in October last, and has not yet had time to disburse it and render his accounts; they will no doubt be received before the close of the year.

The troops have been paid to as late periods this year as they generally are when the annual report is made.

It is now fifteen years since the United States sustained any loss by the transactions of this department: in which time, nineteen and a half millions of dollars have been disbursed in small sums; the accountability may, therefore, be considered as perfect as it can well be made, and I have nothing to ask for or recommend on that subject: but in relation to frequent payments, it is my duty to repeat what I have before stated, that, with the number of paymasters now authorized, it is impossible for the Department to have the troops paid as often as the law contemplates, and the interest of the service requires.

When the army was last reduced, fourteen paymasters were retained and found necessary to pay it according to the requirements of the law; since then their duties have been increasing, and are now at least one-third greater than they were in 1821, in consequence of the additional number of troops, the extension and increase of military posts, and the greater amount of funds to be disbursed. Under such circumstances, I again so-

licit you to recommend, that provision be made by law for the appointment of three additional paymasters.

Respectfully,

Your obedient servant,

N. TOWSON,

Paymaster General.

To the Hon. LEWIS CASS,

Secretary of War.

STATEMENT of moneys drawn from the appropprriations for the Pay Department, and remitted to the disbursing officers on account of payments for the fourth quarter of 1834, *and the three first quarters of* 1835*: the amount unexpended, and forming part of their estimates for the fourth quarter of* 1835*; the balances to be accounted for; the periods to which the troops have been paid, and accounts rendered.*

Paymasters.	Amount of funds remitted in the fourth quarter of 1834, and the three first quarters of 1835.					Amount unexpended, and forming part of estimates for the fourth quarter of 1835.			
	Pay and subsistence.	Forage.	Clothing of servants.	Payments in lieu of clothing.	Amount.	Pay and subsistence.	Forage.	Clothing of servants.	Amount.
Thomas Wright - -	$62,000	$6,000	-	$2,000	$70,000				
B. F. Larned - -	51,740	1,160	$500	1,500	54,000				
D. S. Townsend - -	77,840	2,400	710	3,750	84,800	$4,159 93	$7 52	$583 41	$4,750 86
Daniel Randall - -	129,050	3,900	1,150	3,900	138,000				
C. H. Smith - -	73,800	1,100	550	1,850	77,300	2,101 88	-	-	2,101 88
A. A. Massias - -	8,700	600	-	700	10,000	1,363 39	-	-	1,363 39
T. P. Andrews - -	185,350	3,150	1,600	4,900	195,000				
Edmund Kirby - -	103,550	2,200	250	3,600	109,600	8,102 27	62 73	316 35	8,481 35
L. G. De Russy - -	86,900	1,200	600	3,200	91,900				
R. A. Forsyth - - -	61,200	2,100	900	1,800	66,000				
A. D. Steuart - -	92,600	1,900	700	3,800	99,000				
W. S. Harney - -	65,050	2,400	850	4,200	72,500	16,929 64	-	-	16,929 64
J. S. Lytle - - -	68,500	1,400	500	2,300	72,700	239 63	-	-	239 63
Charles Mapes - - -	114,700	2,400	600	2,300	120,000	11,254 00	-	-	11,254 00
Peter Muhlenberg - -	46,350	550	300	800	48,000	3,119 73	-	-	3,119 73
T. J. Leslie - - -	145,986	1,884	670	860	149,400	7,063 19	-	-	7,063 19
	1,373,316 00	34,344 00	9,880 00	41,460 00	1,459,000 00	54,333 66	70 25	899 76	55,303 67

Unexpended balances of 3d quarter of 1834, forming part of estimates for 4th quarter of 1834 - - -	83,533 68	639 88	499 59	-	84,673 15				
Balances remaining to be accounted for in 1834, now settled - - - -	50,112 07	600 00	200 00	-	50,912 07				
	1,506,961 75	35,583 88	10,579 59	41,460	1,594,585 22				
Militia.									
A. D. Steuart - - -	2,000 00	-	-	-	2,000 00	2,000 00	-	-	2,000 00
Total - -	1,508,961 75	35,583 88	10,579 59	41,460 00	1,596,585 22	56,333 66	70 25	899 76	57,303 67

STATEMENT A—Continued.

Paymaster.	Balances remaining to be accounted for.				Periods to which the troops have been paid and accounts rendered.	Remarks.
	Pay and subsistence.	Forage.	Clothing of servants.	Amount.		
Thomas Wright - -	$12,234 92	-	-	$12,234 92	- - -	Died 9th November, 1834.
B. F. Larned - - -	-	-	-	-	1st September, 1835 -	$7,364 08 due Paymaster Larned.
D. S. Townsend - -	-	-	-	-	1st September, 1835.	
Daniel Randall - -	-	-	-	-	1st November, 1835 -	$163 98 due Paymaster Randall.
C. H. Smith - - -	-	-	-	-	1st September, 1835.	
A. A. Massias - - -	-	-	-	-	1st September, 1835.	
T. P. Andrews - -	-	-	-	-	1st November, 1835.	
Edmund Kirby - -	-	-	-	-	1st November, 1835.	
L. G. De Russy - -	42,107 88	$400 00	$200 00	42,707 88	1st March & 1st July, 1835.	
R. A. Forsyth - - -	-	-	-	-	1st July, 1835 - -	$1,700 28 due Paymaster Forsyth.
A. D. Steuart - - -	-	-	-	-	1st September, 1835 -	$1,722 59 due Paymaster Steuart.
W. S. Harney - - -	-	-	-	-	1st September, 1835.	
J. S. Lytle - - -	-	-	-	-	1st July and 1st Nov. 1835.	
Charles Mapes - -	-	-	-	-	1st September, 1835.	
Peter Muhlenberg - -	-	-	-	-	1st September, 1835.	
T. J. Leslie - - -	-	-	-	-	1st September, 1835.	
	54,342 80	400 00	200 00	54,942 80		
Unexpended balances of 3d quarter of 1834, forming part of estimates for 4th quarter of 1834.						

Balances remaining to be accounted for in 1834, now settled.						
Militia.						
A. D. Steuart - -						
Total, - -	54,342 80	400 00	200 00	51,942 80		

PAYMASTER'S GENERAL'S OFFICE, *November* 30, 1835.

N. TOWSON, *Paymaster General.*

No. 5.

REPORT OF THE COMMISSARY GENERAL OF PURCHASES.

COMMISSARY GENERAL'S OFFICE,
Philadelphia, October 24, 1835.

SIR: In obedience to instructions contained in your letter of the 6th instant, I have prepared, and have now the honor of enclosing my moneyed estimates for 1836, marked A and B, as follows, viz:

A, For clothing, camp equipage, &c. for one year ending 31st October, 1837	$202,982 60
B, For the expenses of the Commissary General's office during the year 1836	6,250 00
Total	$209,232 60

I likewise enclose four statements, numbered 1, 2, 3, and 4, prepared in obedience to your order, viz:

No. 1, Of moneys drawn from the appropriation for the Purchasing Department, during the three first quarters of the year 1835.

No. 2, Of moneys received and disbursed during the three first quarters of the year 1835, on account of the Purchasing Department.

No. 3, Comparative statement of the cost of clothing, &c. for the United States army during the years 1834, 1835, and 1836.

No. 4, Statement of the cost of clothing, &c. for the United States army during the year 1836.

I have deducted 40,000 dollars from the gross amount of the moneyed estimate A, for clothing, &c. that may remain on hand after the issues for this year have been completed, which is as much as can be deducted with safety.

The balance remaining in the Treasury undrawn, $14,438 64 cents, will be required to enable me to settle all accounts to the end of the year 1835, and to enable me to make up clothing during the approaching winter, so as to be ready for an early spring issue. I have therefore to request this money may be reserved for the operations of this Department, as the whole will be required.

These statements will, I hope, be entirely satisfactory. The duplicates will be forwarded by the mail of the 26th.

I have the honor to be, sir,
With great respect,
Your most obedient servant,
C. IRVINE,
Com'ry Gen. of Purchases.

Hon. LEWIS CASS, *Secretary of War.*

No. 1.

STATEMENT of moneys drawn from the appropriation for the Purchasing Department, during the three first quarters of the year 1835.

1835.				
Jan. 26	By Secretary of the Treasury's warrant No. 145, balance of appropriation for 1834 - -			$13,442 40
Feb. 25	Secretary of the Treasury's warrant		No. 307	25,000 00
April 13	Do	do	" 721	24,950 75
May 13	Do	do	" 954	26,405 17
June 11	Do	do	" 1,172	26,098 19
July 15	Do	do	" 1,374	21,209 63
Sept. 11	Do	do	" 1,894	16,285 47
				153,391 61
	By cash received on the 21st of March, 1835, of Major Staunton, quartermaster, New York, nett amount of sales at auction of damaged clothing - - - - - -			189 67
				$153,581 28

COMMISSARY GENERAL'S OFFICE,
Philadelphia, October 24, 1835.

C. IRVINE,
Com'ry Gen. of Purchases.

Hon. LEWIS CASS, *Secretary of War.*

No. 2.

STATEMENT of moneys received and disbursed during the three first quarters of the year 1835, on account of the Purchasing Department.

To amount of moneys drawn from the Treasury Department from the 25th of January, 1835, to the 11th September following, from the appropriation for "Purchasing Department," - - - - -	$153,391 61	
To cash for nett proceeds of sales of damaged clothing, - - - - -	189 67	
As per statement No. 1,	-	$153,581 28
By amount expended during the first quarter of the year 1835, passed to the credit of the Commissary General of Purchases, per account settled by the Second Auditor, Treasury Department, - - -	39,155 94	
By amount expended during the second quarter of the year 1835, passed to the credit of the Commissary General of Purchases, per account settled by the Second Auditor, Treasury Department, -	71,141 16	
By amount expended during the third quarter of the year 1835, as per account in preparation for transmission to the Second Auditor, Treasury Department, for examination and settlement, - - -	30,443 37.	
		140,740 47
Remaining unexpended on the 30th September, 1835, - - - - -	- - -	$12,840 81

COMMISSARY GENERAL'S OFFICE,
Philadelphia, October 24th, 1835.

C. IRVINE.
Com'ry Gen. of Purchases.

Hon. LEWIS CASS, *Secretary of War.*

No. 3.

COMPARATIVE STATEMENT of the cost of Clothing, &c. for the United States Army during the years 1834, 1835, *and* 1836.

Garments, &c.	Prices in 1834.	Prices in 1835.	Prices in 1836.
Forage caps, Artillery and Infantry,	$0 75	$0 80	$0 80
Do. Dragoon,	87½	80	80
Uniform caps, Artillery and Infantry, with metal equipments,	2 72	2 25	2 05
Do. Dragoon, do. do.	3 56	2 40	2 20
Epaulettes for Non-Commissioned Staff, pair,	2 37½	2 37½	2 37½
Do. Corporals, do.	1 10	1 00	1 00
Do. Sergeants, do.	1 30	1 00	1 00
Shoulder straps, do.	60	50	50
Aiguillettes, each,	1 40	1 25	1 25
Sashes, do.	2 25	2 12½	2 12½
Pompons for Non-Commissioned Staff,	37½	37½	37½
Do. Artillery,	23	22	22
Do. Infantry,	20	20	20
Woollen overalls, Sergeants,	3 07½	3 20½	3 33
Do. do. Privates,	2 75½	2 84⅝	2 97
Drilling do. Privates,	61½	63¼	66
Do. do. Sergeants,	84½	76¾	79
Infantry Sergeant's drilling jackets with sleeves,	1 01	89	91
Do. Private's do. do.	75	73⅓	76
Artillery do. do. do.	80	78¾	81
Do. Sergeant's do. do.	1 06	94¼	96
Do. sky blue cloth do. do.	3 12½	3 23⅛	3 41
Infantry do. do. do.	3 07½	3 15¾	3 29
Cotton shirts, Privates,	51	43½	46
Do. Sergeants,	64½	62½	65
Flannel shirts,	1 29	1 15½	1 16
Canton flannel drawers,	60	52¾	53
Laced bootees, pairs,	1 50	1 47	1 46
Stockings, do.	35½	35½	35½
Blankets,	3 00	3 00	3 00
Great coats,	7 93¾	8 17⅞	8 31
Leather stocks,	15	14	13
Knapsacks,	1 60	1 55	1 55
Haversacks,	25¾	25¾	25¾
Infantry Sergeants, Corporals, and Privates' coats,	7 04	6 61	6 71
Do. Musician's do.	7 80	8 13⅜	8 23
Do. Principal Musician's do.	9 61	9 90⅝	10 00
Do. Sergeant Maj. and Quartermaster Sergeants' coats,	8 68	8 37⅞	8 48
Artillery Sergeants, Corporals, and Privates' do.	7 20	6 92⅜	7 02
Do. Musician's do.	8 13	8 28⅝	8 38
Do. Sergeant Maj. and Quartermaster Sergeants' coats,	9 51	9 08⅞	9 97
Dragoon cloth jackets, Privates,	4 99	4 79¾	4 93
Do. Privates' woollen overalls,	4 03	4 16¼	4 29
Do. Sergeants' do. do.	4 20	4 41⅞	4 55
Do. Privates' cotton do.	1 11	1 01⅞	1 04
Do. Sergeants' do. do.	1 40	1 23	1 25
Do. do. cloth jackets,	4 99	4 87¾	5 01
Do. Privates' cotton do.	89	86½	89

No. 3—STATEMENT—Continued.

Garments, &c.	Prices in 1834.	Prices in 1835.	Prices in 1836.
Dragoon Sergeants' cotton jackets,	$1 15½	$1 02	$1 04
Do. Sergeant Major's coat,	8 44	7 27	7 37
Do. Private's and Corporal's coat,	7 27½	6 62	6 72
Do. Music do.	7 80	8 14⅜	8 24
Do. Principal Music do.	8 01	8 79⅜	8 89
Do. Greatcoat	9 44	10 22½	10 52
Do. Shoulder knots, brass,	97	97	94
Do. Sergeant's coat,	7 31	6 62	6 72
Ordnance Sergeant's do.	7 20	6 92⅜	7 02
Do. Private's do.	7 20	6 92⅜	7 02
Do. Sergeant's woollen overalls,	3 07½	3 20½	3 33
Dragoon bands,	60	54	54
Do. plumes, horse hair,	70	60	60

Commissary General's Office,

Philadelphia, October 24, 1835.

C. IRVINE, *Com. Gen. of Pur.*

Hon. Lewis Cass, *Secretary of War.*

No. 4.

STATEMENT of the cost of Clothing, &c. for the United States Army during the year 1836.

Forage cap, artillery and infantry,	$0 80
dragoon,	80
Uniform cap, artillery and infantry, with metal equipments,	2 05
dragoon, " " "	2 20
Epaulettes for non-commissioned staff, pair,	2 37½
corporals, "	1 00
sergeants, "	1 00
Shoulder straps, "	50
Aiguillettes, each,	1 25
Sashes,	2 12½
Pompons for non-commissioned staff,	37½
artillery,	22
infantry,	20
Woollen overalls, sergeant's,	3 33
private's,	2 97
Drilling overalls, private's,	66
sergeant's,	79

No. 4—STATEMENT—Continued.

Infantry sergeant's drilling jackets, with sleeves,	$0	91
private's " " "		76
Artillery private's " " "		81
sergeant's " " "		96
sky blue cloth, " "	3	41
Infantry sky blue cloth, " "	3	29
Cotton shirts, private's,		46
sergeant's,		65
Flannel shirts,	1	16
Canton flannel drawers,		53
Laced bootees, pairs,	1	46
Stockings,		35½
Blankets,	3	00
Great coats,	8	31
Leather stocks,		13
Knapsacks,	1	55
Haversacks,		25¾
Infantry sergeant's, corporal's, and private's coats,	6	71
musician's "	8	23
principal musician's "	10	00
sergeant-major's and quartermaster sergeant's coats,	8	48
Artillery sergeant's, corporal's, and private's coats,	7	02
musician's "	8	38
sergeant-major's and quartermaster sergeant's coats,	9	97
Dragoon cloth jackets, private's,	4	93
private's woollen overalls,	4	29
sergeant's " "	4	55
private's cotton "	1	04
sergeant's " "	1	25
sergeant's cloth jackets,	5	01
private's cotton "		89
sergeant's " "	1	04
sergeant-major's coat,	7	37
private's and corporal's coat,	6	72
music coat,	8	24
principal music coat,	8	89
great coat,	10	52
shoulder knots, brass,		94
sergeant's coat,	6	72
Ordnance sergeant's "	7	02
private's "	7	02
sergeant's woollen overalls,	3	33
Dragoon bands,		54
plumes, horse hair,		60

COMMISSARY GENERAL'S OFFICE,
Philadelphia, October 24, 1835.

C. IRVINE,
Comm'y General of Purchases.

Hon. LEWIS CASS, *Secretary of War.*

No. 6.

REPORT OF THE SURGEON GENERAL.

SURGEON GENERAL'S OFFICE,
November 21, 1835.

SIR: In compliance with your instructions, I have to report that the amount advanced on account of the Medical Department of the Army during the three first quarters of the present year was $14,500; of which $10,811 have been expended, and for which accounts have been rendered and settled. The amount paid during the same period, by warrants on the Treasury, for claims previously presented and admitted, was $13,770.

The annual supplies for the several hospitals were transmitted in due season, and received in good order; and, with other property under the charge of the officers of the Department, have been fully and satisfactorily accounted for by the returns of the surgeon's which also show the hospitals to be amply supplied in every respect; and although the allowances as established by existing regulations, have been materially increased and improved, and are of the best quality the market affords, the expenses of the Department on this account have, in consequence of the system of responsibility adopted, both in relation to supply and expenditure, been essentially less than heretofore. The average cost for supplies during the two last years has been $2 56 per man, and the average from 1819 to 1832 was $3 49 per man; while that of 1817 and 1818 was $6 19, and that of 1810 and 1811 was $4 50 per man; making a difference in favor of the present establishment of $14,000 per annum over that of 1810, and of $23,500 per annum over that of 1815.

In reply to a remark contained in a recent report of the Board of Visitors at West Point, it is deemed proper to state, that from the returns and the reports of the medical officers, as well as from a recent inspection, the hospital at that place appears to be amply furnished, not only with all that this Department is authorized to furnish, but with many additional articles, which do not come strictly within its estimates. The appropriations for the Army and for the Military Academy have always been entirely distinct; and if it is thought advisable, in compliance with the intimation of the Board of Visitors, to establish allowances for that institution, which has heretofore been furnished from the supplies of the army, beyond what is either authorized or required at the military posts, it is respectfully suggested that a special estimate be hereafter made for that purpose.

The whole number of deaths reported in hospitals during the three first quarters of the year was but 108, or a fraction over $1\frac{1}{2}$ per cent. in the aggregate of the army. Of these, 25 occurred at Jefferson Barracks, 19 at Fort Gibson, 6 at the Dragoon Encampment, near Fort Gibson, 6 at Fort Jesup, 5 at Fort Armstrong, 5 at the Bay of St. Louis, and 42 at the other posts; of which 21 were from consumption, 16 from remittent and intermittent fever, 11 from intemperance, 7 from cholera, and 53 from other causes.

The law graduating the pay of the Surgeons and Assistant Surgeons according to length of service, and requiring an examination by a Medical Board previous to appointment or promotion, is believed to have been of essential advantage to the army, by securing to it the talent and the professional knowledge which are absolutely necessary to the performance of the important duties that devolve upon an officer of the Medical Department as soon as he enters the service. Of 121 applicants, who had been recommended as qualified for appointment, and who were authorized to present themselves for examination, 50 have failed to attend; and of the remainder but 44, or somewhat over one-third of the whole number, have been found qualified for the commission applied for. The army surgeon is liable at any moment to be called in to decide in the most critical cases, remote from all professional advice and assistance, and should not only be well grounded in the elementary branches of his profession, but be sufficiently versed in the details of practice to prepare him for all its responsible contingencies the moment he reports himself for duty. The Medical Board have therefore been instructed to make a full and accurate examination of every candidate in anatomy and physiology, surgical anatomy and surgery, theory and practice of medicine, materia medica and pharmacy, chemistry, obstetrics, and forensic medicine; to report the positive merit of each candidate in the respective branches, and their relative merit on the whole examination; agreeably to which they are appointed, and take rank in the Department.

I have respectfully to call the attention of the Department to the condition of the hospitals at the several military posts; many of which are entirely destitute of suitable accommodations for the sick. A large portion of the buildings appropriated to this purpose have been erected a long time, and were built of perishable materials, and in a hasty manner, to meet the exigencies of the occasion; while at most of the works recently completed no provision is made for the sick, who are necessarily placed in damp casemates; or in temporary buildings entirely unfit to protect them from the inclemencies of the weather, or to preserve the property under the charge of the Medical Officers.

Agreeably to instructions, the Medical Board recently made a special report on the condition of the hospitals at 18 posts visited by them, and of this number but three were found to be well built and of good materials, and the internal arrangement of these is essentially defective. Hospitals of the first class are now required at four, of the second class at one, and of the third class at three of them. Those heretofore erected have afforded very imperfect accommodations in proportion to the expense incurred. It is therefore proposed that they be hereafter built on plans to be furnished by the Department, adapted to the size of the command, and so constructed as to admit of enlargement, and to afford the necessary wards and offices, at the least additional expense.

An estimate has been furnished of the amount believed to be required for this purpose for the ensuing year, and a special report will be made designating the several posts at which new hospitals now are, or will shortly be required, and those where additions, alterations or repairs only are necessary.

Very respectfully, your obedient servant,

JOS. LOVELL,
Surgeon General.

Hon. LEWIS CASS, *Secretary of War.*

No. 7.

REPORT FROM THE ENGINEER DEPARTMENT.

ENGINEER DEPARTMENT,
November 15, 1835.

The Hon. LEWIS CASS,
Secretary of War.

Sir: In compliance with your instructions, I have the honor to submit the following report, relating to the operations of this Department during the year ending on the 30th of September last. It is accompanied by three tabular statements, marked A, B and C. The two first relate to its fiscal concerns, and the last exhibits the works projected by the Board of Engineers, which have not been commenced, and an estimate of their cost.

FORTIFICATIONS.

In consequence of no appropriation having been made for this branch of service at the last session of Congress, the operations at the several works have been limited to the application of balances of former appropriations; and contracted to the degree necessary for placing in security, and in a state of preservation, those parts already commenced, rather than in continuing the constructions then in progress. This obliged me to change the location of some of the officers; to dispense with the services of artisans, mechanics and labourers, whose experience and skill it will be difficult if not impossible to replace; and to lay up and dispose of materials and machinery.

A recommencement of operations will be attended with embarrassment and delay, and imposes upon me the necessity of presenting large estimates, which a vigorous prosecution of the different works now calls for to place them in the situation they have lost.

I also beg leave to request, that the propriety of a speedy action upon these estimates may be represented to Congress, that advantage may be taken of the coming winter to enter into timely preparations.

Fort Independence, Boston harbor.—The funds available for this work have been applied during the past season, in procuring stone for the face of the scarp wall; and 36,431 superficial feet of the 55,000 required for the modified plan have been prepared.

Fort Warren, Boston harbor.—As soon as the preparatory measures for commencing the masonry of this fort, detailed in my report of last year, were completed, as large a force of masons as could be procured were employed on its construction.

It is anticipated, that by the close of operations this year, from 4,000 to 5,000 cubic yards of masonry will have been laid, and about two-fifths of the entire excavations and embankments have been effected.

Fort Adams, Narragansett roads, Rhode Island. Nothing has been done at this work since last March. The balance of the funds available last fall were employed very efficiently in closing operations for the winter.

In consequence of no appropriation being made for a recommencement

in the spring, it was found necessary to dispose of the horses and oxen, and make such other dispositions as practicable for the preservation of the works.

Fort Schuyler, Throg's Neck, East river, New York.—It was hoped, from the ample preparations made last year, and the funds available for their application, that the construction of this fort would have been prosecuted the present year with much vigor. But, though materials and facilities of every description have been in waiting, it has been impossible to procure a sufficient force to carry on the works with the progress that was desired. No exertion has been spared to facilitate the operations, either by letting parts on contract, or by hired labor; and unavailing efforts have been made to collect the necessary force in Boston, Newport, Connecticut and the western part of New York. The foundations of the sea wall have been laid from its commencement at the southern redoubt, to its extremity at the northern. The superstructure of about one-third of this extent has been built to its full height, and that of the remainder to about one-third; the most difficult parts of the foundation of other parts of the work have also been laid.

A large crane, a number of trucks, scows, &c. have been added to the facilities prepared last year, and a railroad at the quarry at Horseneck is now constructing.

It is hoped that much work may still be done the remainder of the season.

Fort Columbus and Castle Williams, Governor's island, New York.—The repairs of these works have been prosecuted with as much rapidity as the force at the command of the officer in charge would permit: should he be able to increase it sufficiently, the former fort will be entirely completed this fall, except the laying some of the gun traverses, which must be postponed until funds for that purpose can be obtained.

The measures deemed necessary for repairing the latter work have been attended with difficulty and delay. The exterior wall of the battery has been confined, by tension braces, to the interior, to prevent its inclination outwards from the weight of the arches of the casemates above. Arrangements have been made for laying the platforms of the second tier of guns, and the repair of the roofs have been commenced. Nothing has yet been done to the south battery, except to remove the old walls farthest from the parade, that supported the platforms, and, with the materials thus procured, to build the foundations of the traverses. The wall next the parade has been left as an interior revetment of the rampart.

The constant employment afforded to mechanics and laborers of every description in the city of New York, renders it very difficult to procure their services on the island, which has operated very unfavorably to these works the past season.

Fort Delaware, Delaware river.—The walls of the old fort have been razed, and the materials applied to strengthening the dykes around the island. The quarters of laborers, overseers, master workmen and superintendent are completed; as also workshops, store houses, lime sheds and stables; the canals and necessary roads have been constructed, and the drainage of the whole island rendered perfect. The wharfs have been repaired; several thousand bricks cleaned for future use, and the cranes necessary for the reception of stone completed. A supply of excellent building stone; a large quantity of piles and square timber for the grillage and foundations of the new work have been received. The hydraulic machinery, with a steam engine for propelling it, together with three pile engines, have been

constructed; the position to be occupied by the new work has been examined, by boring, and the nature of the soil ascertained.

All the arrangements were perfected at the close of last year, for receiving materials in large quantities, and for commencing and rapidly progressing with the foundations of the fort in the spring; but it then became necessary to suspend the work, and confine operations to the receipt of such materials as had been contracted for, keeping the laborers employed, when not otherwise engaged, in tearing up the old foundations, and excavating one front of the new work.

Fort Calhoun, Hampton roads, Virginia.—As contemplated in my last report, the balance of the stone required for the formation of the mole, has been received, and deposited over the foundations of the walls of the fort, so that there is now acting along their whole extent, a greater weight, by upwards of 20,000 tons, than is estimated will be brought upon them when the fort is completed and garrisoned.

Though an accession of weight continues to cause subsidence, it is in a continued decreasing ratio, and should there be no evidence of a contrary nature by next spring, it is proposed to resume the construction of the walls, for which purpose an estimate is submitted.

Fort Macon, Beaufort, North Carolina.—As announced in my last report, this fort has been completed and is now garrisoned.

Fort Caswell, Oak island, North Carolina.—This work was reported to you last year to be in readiness to receive a garrison. Since that time the Department has been informed that in the storms, so frequent on that coast, inroads have been made in the dykes by the sea, and a breach finally created, which even threatens more damage than has yet taken place. The walls of the fort have also had some motion since they were erected, causing injuries to the arches of the caponiers and crenated galleries, and give indication of insufficient stability to resist the weight tending to their overthrow. The funds originally available were not sufficient to construct the breast height walls, the parapets, furnaces, &c. which are necessary for its completion. An estimate to remedy these defects, for the construction of the parts mentioned, and for the security of the site, is accordingly submitted for consideration.

Fortifications in Charleston harbor, South Carolina.—Operations in this harbor have consisted in applying the balance of the appropriation of 1834, to the prosecution of the plan for protecting the site of Fort Moultrie. This plan, so far as tested, has answered the desired end, and a large accumulation of sand has taken place on the shore before exposed to the abrading action of the sea.

For want of funds the operations were abruptly arrested last March, the works brought to as favorable a close as circumstances would permit, and the officer charged with their superintendence otherwise disposed of.

The estimate for next year contemplates the renewal of the construction of Fort Sumter, and the prosecution of the plan for protecting Sullivan's island.

Fort Pulaski, Cock-spur island, Georgia.—On the 30th September, 1834, the piling and construction of the grillage for the foundation of this work was completed, and the masonry commenced. Since that time, the available funds have been applied in laying 5,165 cubic yards of masonry; to the completion of all the counter arches, and cross walls of the rampart, to a height of seven feet above the grillage; and to the completion general-

ly of the counter arches of communication, and the piers, scarp and rear walls, and counterforts of the north, northeast and southeast fronts to a height of more than twelve feet above the grillage. The work is represented, by the local engineer, to be in a favorable condition for a vigorous recommencement of operations so soon as farther means are provided.

Fort Marion, St. Augustine, Florida.—Nothing has been done at this work the past year, for want of funds.

Fort Pickens, Pensacola harbor, Florida.—This fort was completed in October last, and occupied by a garrison.

It has been since necessary to give increased dimensions to the scarp walls of the two faces of the northeast bastions, to ensure their permanency against the immense pressure of the sand ramparts. It is satisfactory to state that all parts of the walls supporting these heavy embankments are now in excellent condition, as proved by the severe test to which they have been subjected from the unusual and heavy rains of the past summer.

For the causes alluded to in my last report, a further appropriation is still necessary for the final completion of this work, an estimate for which is accordingly submitted.

Fort on Foster's bank, Florida.—At the date of my last report the construction of the platform foundations of this work was in progress, and owing to the exposed position of the site, required great labor and activity to lay the masonry in a secure and proper manner. The funds arising from the appropriation of 1834 were at this time exhausted, but, seeing the great injury, if not complete destruction, that would result to the works should they be suspended at that stage of their progress, it was determined by Capt. Chase, the local engineer, to continue them, on his own credit, in anticipation of the appropriation of 1835. When he became aware of the non-appropriation for fortifications, the works had been in progress nearly four months, after the available means had been exhausted. The safety of the foundations had been secured, and the whole structure raised to five feet above high water level. But under previous appropriations, a large quantity of materials had been collected, and were then deposited on the narrow strip of land composing a part of Foster's island, which were necessarily much exposed to injury, and indeed to total loss, from the changes produced by storms on the recently formed island. It was therefore very desirable they should be used in the walls of the work as rapidly as possible, and Mr. Strong, the contractor, did not hesitate to proceed with the construction on his own responsibility, relying upon the appropriation of 1836 to remunerate him for his services. The work is now raised two feet above the tops of the lower tier of embrazures, and all the piers of casemates are raised ten feet above the parade. In consequence of these arrangements, by which great loss has been saved to the United States, a large amount of arrearages has accrued against the fort, which is embraced in the estimate for 1836. This estimate contemplates the completion of the work by the end of next June.

Fort Morgan, Mobile point, Alabama.—Arrangements were made, in obedience to your instructions, to fit up thirteen casemates at this fort for officers' quarters, store and guard rooms; the first of these are nearly completed, and the balance of the funds, as far as they go, will be applied to the others.

Fort Livingston, Grand Terre, Louisiana.—Nothing has been done at this work for the reasons mentioned in my last report.

The expenditures hitherto made have been principally for the construction of temporary buildings. A person is placed on the island for the purpose of taking care of the materials and houses; and one labourer, under his direction, is engaged in cutting the ditches that are considered beneficial to future operations.

Contingencies of fortifications.—The funds available under this head have been applied to repairs of Fort McHenry; to Fort Macon; to construction of experimental battery at the Washington Arsenal; to fitting up magazines of forts on the Gulf of Mexico; constructing a fence at Fort Hamilton; to repairs of Fort Jackson; survey of Provincetown harbor, and contingencies of Engineer Department.

The frequent calls made upon the Department for repairs to fortifications which are essential to their preservation, security and efficiency, render it necessary that a larger sum than usual be placed at its disposal for this purpose. This will explain to you the cause why the item under this head in the estimate for 1836, is larger than customary.

I beg leave respectfully to represent at this place, that most of the works now in progress will be completed in the course of a few years, and that a regard to economy and timely preparation, obliges me to call your attention to the subject of continuing the system of contemplated defence along the coast; I therefore respectfully suggest that a commencement of the works for the defence of Portland, Me.; Portsmouth, N. H.; Provincetown harbor and New Bedford, Mass.; the debouche of the Chesapeake and Delaware Canal; Delaware river; Baltimore, Md., and that intended to complete the defences of Pensacola harbor and navy yard, be taken into consideration an estimate for which is submitted.

The influence which these positions exert upon our internal defence and intercourse, is well known to you; and need no comment from me, at this time, for the preference given them over others.

HARBORS AND RIVERS.

Chicago harbor, Ill.—Notwithstanding the difficulties attendant upon procuring supplies of materials and workmen, in a country whose whole energies are necessarily exerted for the accommodation of a numerous and rapidly growing population, the works at this place have been successfully prosecuted and to an extent commensurate with the available means. The piers forming the artificial harbor have been extended about five hundred feet, and enclose a channel of two hundred feet breadth, varying from three to seven feet deep, ready for the operations of a dredging machine, by which a free passage will be opened into the channel of the river. The north pier now extends into the lake 1,260 feet, and to twelve feet water: the south seven hundred feet, and to seven feet water. In their present incomplete state great protection has already been afforded to the increasing commerce of the place, and as many as five schooners have at one time discharged their cargoes under their shelter.

Since the opening of navigation, to the 30th of September, upwards of two hundred vessels have arrived at this port, showing that its speedy completion, which is anticipated during the next year, should the estimate now asked for be granted, will confer great advantages, not only on Chicago and its immediate neighborhood, but on the whole country to the west and south, as far as the shores of the Mississippi.

Harbors on the south shore of Lake Erie.—The condition and progress of these works are set forth in detail in the reports of the general superintendents, and, as their importance to the commerce of the whole western country is universally felt, they are herewith annexed, marked D and E, to which I beg leave to refer you.

Genesee river and Big Sodus bay, Lake Ontario, N. Y.—The extent to which the important improvements at these places have been prosecuted during the last fiscal year, is stated by the immediate superintendent, in his report to this office, which is appended and marked F, to which I beg leave to refer, as giving a concise view of their present condition.

It is now very apparent that, to secure the continuance of the advantages of these works, the temporary piers at the first position ought to be replaced by permanent constructions; to carry which project into effect, an estimate is submitted.

Oswego, Lake Ontario, N. Y.—The operations for the improvement of this harbor have been confined to the collection and proper distribution of stone for the construction of the mole and pier, and in paving the mole with large blocks of limestone. About 4,084 cords of stone have been applied to the first mentioned objects, and 1,115 tons of limestone to the second. A sufficient quantity of stone has been deposited in the mole to render it secure the coming winter.

Monument on Steel's ledge.—On the 14th ultimo this monument was completed, except putting in the copper bolts required for the upper courses of stone.

Piers at Kennebunk, Maine.—In making preparations for carrying into effect the wishes of Congress in reference to the erection of the eastern pier at this place, it was ascertained that the appropriation was not sufficient to complete it upon the plan proposed, and as the new work would be exposed, in its unfinished state, to the action of the sea during the autumnal and winter storms, the propriety of commencing its construction was doubted. Nothing has been, therefore, done this season, but to procure materials, and prepare the stone for the upper courses of the work. A large quantity of fine blocks of stone are now ready, and every thing is prepared for commencing operations next spring, except contracting for the masonry, which the available funds did not justify.

Merrimack river, Mass.—The pier leading from Salisbury shore to Badger's rock has been completed, and extended nearly two hundred feet into the river, terminating upon a ledge of rock one foot under water at low tide. When completed, it will afford shelter and protection from the ice to three ships at a time, affording them a harbor of fifteen feet water at low tide. The effect experienced from this pier last winter, in its then situation, was very beneficial; and the influence it has exerted in widening and straightening the channel over the Hamp sands is very great.

Though it is impossible to state at this time what may be the consequence of the public works on the bar at the mouth of the river, it is satisfactory to know that vessels drawing seventeen feet water can now, without difficulty, pass it; and it may be supposed that in time a safe refuge for vessels, during the stormy seasons, will be prepared on that part of the coast.

Provincetown harbor, Mass.—The parts of the beach at this place that are planted with grass, are represented as doing well, and as giving evidence that the object in view, viz. the protection of the harbor, will be at-

tained. Upwards of two hundred acres have been planted this season, and the estimate for next year contemplates the setting out of a similar quantity.

Plymouth beach, Mass.—Nine hundred feet of stone wall have been constructed on the west side of the breakwater at this place since my last report, and 1,500 feet of brush fence, for the purpose of arresting the drifting sand. Grass, for the same object, has been set out at various points along the beach, to the extent of 1000 feet, which, together with the general state of the beach, is represented by the agent to be in good condition.

Hyannis breakwater, Mass.—The present length of this breakwater is one thousand and fifty feet, carried to its full height, and fifty feet partially finished, which will afford considerable protection to the coasting navigation. Many difficulties to its rapid progression this season are represented by the agent to have existed, and which he has used every exertion to overcome. The preparations he has made, and which have consumed a part of the labor of this year, will facilitate the operations of the next.

Hudson river, N. Y.—In my report of last year, I stated the preparatory measures that had been taken to carry into effect the wishes of Congress in reference to the improvement of this river, and the apprehension of the Department lest the plan designated by Congress should prove inadequate to accomplish the object in view. An examination of the river between the points where the principal obstructions to its navigation are found to exist, by the officer charged with its improvement, led to conclusions so different as to the realization of all the benefits anticipated by the projector of the plan, that it was deemed advisable to adopt the recommendation of this officer, and refer the whole subject to the Board of Engineers. The plan reported by the Board, which is herewith annexed, marked G, is confirmatory of the general principles of the original plan, yet differing in some degree in carrying those principles into execution. It contemplates, first, the removal of the existing deposites; and second, the prevention of future accumulations. The means recommended for the accomplishment of these objects are dredging, contracting the bed of the river by employing longitudinal piers, and protecting the channel shores from the action of the current.

It was believed that by the first process a channel would be obtained adequate to all the wants of the river navigation; that the erection of piers and protection of the channel shores, would preserve the channel so formed free from future obstructions.

Early preparations were made for carrying this plan into effect, and as soon as a system of operations could be matured, called for by the importance and difficulty of such an undertaking, contracts were effected for carrying on the operation of dredging, for the delivery of stone, the formation of dams, and protection of the shores of the channel, as far as the available means would authorize.

Owing to many unfavorable circumstances, these contracts have not been completed; though this great work may now be considered in full operation, and, from the change that has already occurred at the principal obstruction, the happiest result may be anticipated.

Many beneficial alterations in the proposed plan will no doubt suggest themselves in the process of execution; that of substituting imperishable for perishable materials in the dams, at a great saving of cost, has already taken place.

The estimate presented for next year contemplates the removal of the principal obstructions above and below Albany.

Harbors of Newcastle, Marcus Hook, Chester, and Port Penn, Delaware river.—Concurring fully in the views of the officer charged with the improvements and repairs of these harbors, I hereto append his report, marked H, to which I respectfully call your attention, as furnishing a concise history of the operations hitherto pursued, and a statement of their present condition.

You will perceive that there is no harbor for the protection of vessels navigating the Delaware, except at Chester; that nothing can be done with the partial appropriations hitherto made; and I therefore beg leave to present to you the estimate of the superintendent.

Ocracock inlet, North Carolina.—The report of the officer charged with the improvement of this place, showing in detail the cause and nature of the obstructions to the navigation, as well as his views for their removal, is herewith submitted for your perusal, marked I.

Cape Fear river, North Carolina.—Some interruption to the operations in this river has necessarily occurred since my last report, resulting from the death of the officer charged with its improvement.

From an inspection made under the direction of this Department, you will perceive the present state and condition of the works, and the measures recommended for the accomplishment of the desired end. So much of the report as pertains to this object is annexed and marked K. Concurring in the suggestions therein presented, an estimate for carrying them into effect is accordingly submitted.

Savannah river, Georgia.—The progress of the improvements on this river has not answered the expectations of the project for the year, or the anticipations contained in my last report.

It was contemplated to complete the foundation of a permanent obstruction between Hutchinson and Argyle islands, and to remove, by dredging, the shoals at the wrecks, Garden bank, and Upper Mud flat. All the preliminary arrangements for the first mentioned object were made, materials were collected and operations commenced, when the local engineer was made aware, that by the second article of the treaty of Beaufort, included in 1787, between the States of Georgia and South Carolina, no obstruction whatever should be made, by the citizens of either State, in the channel it was contemplated to close. A suspension of operations was therefore required by the Department; the subject was referred to the United States Attorneys in those States, and a consequent application to the respective Governors will be made at the suitable time.

Although every exertion was made to hasten the construction of the dredge-boat, machinery, &c. for the other operations, owing to a scarcity of workmen, and a breakage of a part of the machinery when first put in operation, the sickly season commenced on the river before much could be perfected, and not more than 2,800 cubic yards of sand and mud have been removed from the wrecks.

It is hoped, however, that no cause will happen to retard the operations about to be recommenced, and that their progress will be commensurate with the efforts made for their completion.

Inland pass between St. John's and St. Mary's, Florida.—The officer to whom was assigned the superintendence of the improvement of this pass, could not spare his attention from the works on the Savannah river, to make an examination of the impediments to be removed, till about the first of last June.

So soon as the project submitted by him could receive the sanction
the Department, measures were entered into for the construction of
dredge-boat, and the necessary mud-flats, for clearing out the channel; an
it is anticipated that the operation will be commenced by the first of ne
January.

Ochlochney and Appalachicola rivers, Florida.—The improvements
these rivers were brought to a close upon the completion of the operatio
reported to you last year.

St. Mark's river and harbor, Florida.—The obstructions in the ha
bor, consisting of oysterbeds and mud shoals, and extending over a spa
of about two miles, have been removed. A canal has been cut throug
the natural bridge at Rockhaven, about six hundred yards long, whic
opens the river and swamp, for scow navigation, fourteen miles above t
natural bridge, to a point about two miles south of the St. Augustine roa
The funds appropriated for these works have been expended, and t
operations brought to a close.

Mobile harbor, Alabama.—The difficulties attending this improveme
were stated in my last annual report. The operations under the prese
contractor have been prosecuted with much vigor and great success, n
withstanding the prevalence of bad weather, and occasional damage su
tained by the machinery from the contact of vessels. An addition of fif
feet has been added to the pass, making at this time a clear passage
150 feet in width, and ten feet in depth; and it is anticipated that
width will be extended to 200 feet by the first of January. The applic
tion of the appropriation of 1835 will afford an additional width of 2
feet, so that the whole pass will be 150 yards wide. This is deemed suf
cient for the easy entrance and passage of any vessel, and its accomplis
ment will prove very beneficial to the commerce of that country.

Pascagoula river, Mississippi.—As anticipated in my last report, t
then existing contract for the improvement of the mouth of this river w
abrogated, and a new agreement made for carrying on the operations wi
greater vigor.

A cut has now been made fifty-five feet wide, affording five and a h
feet water at low tide, which is deemed sufficient for any vessel navigati
the river. But, from the nature of the sand flat through which the e
cavation is made, it is feared that the advantages which have resulted fr
dredging will not be of long continuance.

The present contractor has made every exertion to facilitate the wo
and has encountered many difficulties from the unfavorableness of t
season.

No further appropriation will be asked for.

Ohio, Mississippi, and Red rivers.—For the condition of the impro
ments of these rivers, I beg leave to refer you to the reports of the offic
charged with their superintendence; they are appended and marked
and N, to which are annexed the reports of the officer of this Departme
who inspected the works, on the first, from the Falls to its mouth; and
the second, from St. Louis to New Orleans, (marked M.)

Arkansas river, Arkansas Territory.—In consequence of the contin
ed engagements of the superintendent, Capt. Shreve, charged with carryi
on this improvement, nothing has yet been done towards the application
last year's appropriation. Arrangements have been made, however, to wo
one of the steam snag-boats, belonging to the Mississippi river, for t

nonths during the ensuing winter, on the Arkansas, which it is believed vill much advance the interests of its navigation.

Cumberland river.—The obstructions to the navigation of this river at he point called Devil's chute, have been removed, with the exception of bout forty yards square of rock in the middle, which a rise in the river rrested.

A wing dam has been constructed at Line island from the main across ie island chute; another from the foot of the first island to the head of ie second, crossing the keel boat chute; and a third from the foot of the econd island to a small island below, so that the water is confined to the ft shore along the whole extent of the islands.

The steamboat President, sunk in the island chute at this place, has een raised, and a number of snags, logs, roots, &c. have been cleared it of the channel.

The wing dam at the head of Harpeth shoals has been added to and engthened, and the one at the foot of the shoal completed, and appears to nswer the purpose intended.

The repair of the dam at Davis' ripple was commenced, and neces- rily suspended from sickness and death among the laborers. All the ags, logs, &c. from Nashville island to Line island, have been re- oved, and it is anticipated that the obstructions in and near the channel, wn to the mouth of the river, will be removed this fall. The estimate esented this year is to complete the contemplated improvement of this er. The report of the officer of Engineers who inspected these works appended, marked O.

LIGHT HOUSES AND BEACON LIGHTS.

The condition of the light-houses on the south shore of Lake Erie, l be seen from the report of the officer to whom their construction is nmitted, marked E. Those at Genesee and Big Sodus, from report rked F.

The foundation of the light-house at Oswego has been constructed and ie prepared for the superstructure. The funds now available will be ficient for the tower, but not for the lantern and lamps.

Upon commencing the preparatory measures for constructing the light Goat island, it was ascertained that the funds provided by Congress e inadequate to its completion, and it was decided that, under the s, the work could not be commenced. The report and estimate on this ject, has been referred to the proper department, as well as those in re- on to Black river, Cunningham creek and Oswego, in order that, if med necessary, they may be laid before Congress.

ROADS.

Roads from Detroit to Fort Gratiot, and to the mouth of Grand river, the Territory of Michigan.—The report stating the present condition hese roads has not yet been received.

The first has been completed, though in consequence of the balance in the asury (without the knowledge of the Department) having been carried ie surplus fund, there are some arrearages due on the road, which will ire its re-appropriation.

Road from Detroit to Chicago.—The appropriation of last year was a plied in securing as good a road as was practicable throughout its enti length. Contracts were therefore made for constructing the worst parts the road first. In some instances it is merely to be grubbed and re dered even and smooth; in others to be drained and turnpiked as heret fore, and those sections of the road which were tolerably good in their na ural state have been omitted.

The whole length of road contracted to be constructed, is 20½ mile and is to be completed by the 20th of December next.

Bridges have been contracted for over Christian and Crooked creek which, when completed, will render that part of the road remaining to finished at the date of my last report, passable, for vehicles of every descri tion, at all seasons of the year.

No part of the last appropriation could be spared for the erection of bridge at Bertrand, over the river St. Joseph's, which will require an ad tional sum of $4,000. An estimate for which is accordingly presented.

Saganaw road, Michigan Territory.—The section of road put und contract this year, passes over the lowest land on the route from Detroit Saganaw, and the available funds would only authorize ten miles of th road to be put under contract.

The road is to be opened one hundred feet wide, fifty feet of which is be grubbed and cleared of timber, brush, &c. and where it passes over mars es and swamps, is to be causewayed.

A bridge over Cass river is in a state of forwardness, and will be co pleted this year, as well as all the parts of the road now under constructi

Territorial road from Sheldon's to the mouth of St. Joseph's.—Co tracts for opening and constructing those parts of this road which most quired it, were made in December last; parts of 84½ miles were put u der contract, which, with one or two exceptions, are completed.

Bridges over the Kalamazoo, in two places, are constructing, as well over some of the smaller streams on the route. The road is now gener ly good, and the funds last appropriated have been of great service to publie.

Territorial road from Niles to the mouth of the river St. Joseph's. Eighteen and a half miles of this road were put under contract last N vember, which comprises nearly all the low land along the line. They now nearly finished, and will be entirely so before winter. Bridges are c structing over the small streams, but to complete the road, a bridge is cessary across the St. Joseph's at Berrien, which will cost about the sa sum as that at Bertrand.

Territorial road from Clinton to the rapids of Grand river.—Owi to the length of time occupied in locating this road, the sale of c tracts for its construction did not take place till about the first of last M Parts of twenty miles, together with two bridges over the river Rai one over Grand river, and seven smaller streams, were then put under c tract, to be completed by the first of the present month, and it was ant pated by the superintendent would be finished by the time fixed.

The funds expended on this road will not be of much avail, unless additional appropriation be made of $8,000. A judicious application this sum to those parts of the road most requiring it, will make it qu passable.

Road from La Plaisance bay to the road leading from Detroit to Chicago.—The whole of this road is either completed or under contract; the contracts to be fulfilled, and the road entirely finished, by the 31st of December next.

Thirty-three miles, with all the bridges, culverts, side drains, &c. are now completed, and fifteen miles more, embracing the whole length, are in process of execution.

Such of the road as was made on the plan directed in 1833 is now and will continue in fine condition, and it is to be regretted that a more economical system had to be pursued, as the parts so constructed do not wear as well. This road has very essentially contributed to produce the unexampled sale of public lands within the district in which it lies, and is now one of the great thoroughfares for Michigan, Indiana and Illinois.

Road from Port Lawrence to Adrain.—This work, originally a Territorial road, has had expended on it $9,913\frac{08}{100}$ of the $10,000 appropriated towards its construction in 1834.

Twenty-one and a half miles have been constructed, principally through a swamp, and some labor bestowed on about four miles more; the balance of the funds will be applied on those parts most requiring it.

All the contracts heretofore made are fulfilled, which, however, does not complete the road.

Territorial road from Vistula (now Toledo) westwardly to the Indiana State line.—Of the ten thousand dollars appropriated by Congress to aid in the construction of this road, $9,446\frac{30}{100}$ have been expended.

Fifty-two miles were put under contract, to have such labor bestowed on them as was deemed sufficient to make the road passable. The contracts on forty-six and a half miles have been fulfilled, and five and a half are yet in progress, to pay for the completion of which, the unexpended balance is deemed sufficient.

Road from Line creek to the Chatahoochie, Alabama.—Forty-five miles of this road were completed last December, and are reported to be in good condition; the remainder of the distance to the Chatahoochie, eighteen miles, have been opened by the citizens of that country.

Owing to a misapprehension of the agent, contracts were entered into for the whole amount of the appropriation, without taking into consideration his own compensation. This has produced an arrearage of $1,544\frac{50}{100}$, which is included in the estimate for next year.

Road from the north boundary line of Florida to Appalachicola.—The survey of this road not having been finished, nothing has yet been done towards its construction.

Road from Memphis to the St. Francis river.—The operations on this road since the last annual report, have been prosecuted as rapidly as circumstances would allow.

A space of 160 feet wide has been cleared throughout its entire extent, except two and a half miles; a breadth of thirty-four feet, along a given line, is cleared of all stumps, roots, &c. to receive the embankment.

Contracts are made for the whole quantity of embankment, amounting to 1,021,994 cubic yards, as well as for the construction of all the bridges except those over sand slough, and some of the more unimportant ones on the east side of Blackfish lake. It is anticipated that the whole cost of the work, when completed, will come within the amount appropriated for its construction.

The delay which has occurred in the operations of this year has arisen from the contractors not having been prepared to take advantage of the first of the working season; from the frequent overflows to which that country is subject; from great sickness among the laborers; the entire abandonment of the work; and from the great demand for labor on the Mississippi river, and in that country generally.

Arrangements have been made this season for substituting oxen and scrapers for shovels and barrows; and it is believed that a sufficient number of hands can at all times be commanded, as can then work to advantage.

It is hoped that by these arrangements one great cause of delay will be avoided, and the work will progress more rapidly.

Cumberland road in Indiana and Illinois.—No report has yet been received from the officer charged with this work.

Cumberland road in Ohio.—For the condition of that portion of this road yet in the hands of the General Government, as well as for the progress made in its construction, I beg leave to refer to the report of the superintendent, herewith submitted, and marked P.

Cumberland road, east of the Ohio.—The requirement of the act of Congress of March 3, 1835, forbidding the application of any of the funds appropriated at the last session towards the repair of this road, until the whole should have been accepted by the several States in which it lies, has been carried into effect; and for the condition of the road, as well as the manner of the application of these funds, I beg leave to call your attention to the report of the superintendent, marked Q.

Northern boundary of the State of Ohio.—As soon as the officer to whom this duty was assigned, had made the necessary arrangements for the prosecution of the improvement of the Hudson River, this service was resumed, and the observations for determining the line were completed during the summer. This officer has not yet had time to finish his calculations, and make his final report on the subject; though a statement of the approximate results is expected by the first proximo, which will be laid before you.*

Monument to the memory of General Brown.—It affords me gratification to state, that this monument is complete and in its place.

Lithographic press of the War Department.—The funds annually appropriated for this establishment were only sufficient for the compensation of the pressmen. Nothing then was left for the purchase of materials, the repairs, &c. which were indispensable to its operation. It was found necessary, therefore, in May last, to suspend its operation, and apply the balance of the funds to the liquidation of the debts incurred since its first commencement.

Military Academy.—The condition of this institution, and the manner in which it continues to sustain its high reputation, is fully shown by the report of the Board of Visiters, who attended the last annual examination of cadets.

The report is marked S, and is herewith appended.

Board of Engineers.—The duties of the Board have been the same as heretofore, and satisfactorily performed.

Bridge over the Wabash.—The information called for by the resolution of the Senate of the 16th of January, 1835, has not been furnished to

* See Appendix, marked R, for a partial report on this subject.

the Department, owing, it is supposed, to the constant and arduous duties of the officer who was directed to procure it. As soon as it is received, it will be laid before you.

Office of the Chief Engineer.—Although one part of the appropriation annually referred to this Department for application, was omitted at the last session of Congress, the current business of the office has not been lessened. This has arisen from the necessity of devising ways out of small means to preserve the vast interest at stake, and to place in a train of execution, other works committed to its charge. The embarrassment resulting from the small number of officers at the command of the Department, the loss to the public service, and the little credit to which most of our public works entitle us, continues to be felt, and becomes more apparent as circumstances arise, calling for the active energy and skill of a body of professional engineers, combining experience with science, and whose characters and interests are identified with a faithful performance of the duties assigned them.

This embarrassment, or rather necessity, has been so often laid before you, the proofs of its existence so repeatedly given, and the unavoidable consequences as frequently demonstrated, that a repetition at this time is deemed not only uncalled for, but out of place; and I am only impelled to a reassertion of the fact, by a sense of my own duty to the public, the honor of the corps under my superintendence, and justice to their unceasing but inadequate efforts.

Should it be deemed advisable by Congress to continue the system of defence and internal improvement heretofore considered called for by the interests of the country, it is hoped they will not leave their work unfinished by withholding the means of carrying their wishes into execution. I therefore respectfully recommend that such an increase be made to the present Corps of Engineers as was provided for in the bill of last session, and which it is believed would have received the sanction of both Houses of Congress, had time permitted.

I beg leave further to remark, that in consequence of the gradual increase of the business of the Department for many years, the duties now required of the clerks are too onerous, either for the number provided or compensation allowed.

The prompt transaction of the necessary business of the office requires at least five clerks, whose duties are of the same magnitude and nature as those of the civil departments, and whose pay I earnestly recommend to be placed on the same footing.

All of which is respectfully submitted.

C. GRATIOT,
Brig. Gen. Chief Engineer.

STATEMENT A,

EXHIBITING the fiscal concerns of the Engineer Department, for the year ending the 30th of September, 1835; in which the funds that had accrued within that period, and the manner of accruing, are stated, and accounted for, by showing their application; and showing also the amounts expended upon the several works under construction.

Designation of the works.	Available for 1835, and whence derived.			Amount available accounted for.			Aggregate accounted for, corresponding with the aggregate available.	Amount expended on each work up to the 30th September, 1835.
	From appropriations for 1835.	From balances remaining in the Treasury, and remaining in the hands of agents, on the 30th Sept. 1834.	Aggregate available.	Amount applied, corresponding with the amount of accounts rendered for settlement to the 30th Sept. 1835.	Amount undrawn from the Treasury on the 1st Oct. 1835.	Balances in the hands of ag'nts on the 1st Oct. 1835.		
Fortifications.								
Fort Adams	-	$46,840 39	$46,840 39	$42,624 93	-	$4,215 46	$46,840 39	$962,369 35
Reservation of George's island, Boston harbor	-	220 60	220 60	220 60	-	-	220 60	65,283 10
Fort on George's island	-	103,452 14	103,452 14	82,883 15	-	20,568 99	103,452 14	104,586 31
Preservation of Castle island, and repair of Fort Independence	-	35,017 91	35,017 91	23,415 55	-	11,602 36	35,017 91	42,991 64
Repairs at Fort Lafayette, New York	-	2,408 55	2,408 55	254 64	-	2,153 91	2,408 55	31,232 79
Repairs at Fort Columbus and Castle William	-	49,075 66	49,075 66	31,611 20	$16,000 00	1,464 46	49,075 66	157,769 48
Fort Hamilton	-	1,792 62	1,792 62	29 00	-	1,763 62	1,792 62	479,236 38
Fort at Throg's neck	-	100,114 87	100,114 87	41,980 39	47,956 62	10,177 86	100,114 87	66,822 15
Fort Delaware	-	65,869 86	65,869 86	44,006 62	-	21,863 24	65,869 86	107,136 76
Fort Monroe	-	8,129 31	8,129 31	7,762 41	-	366 90	8,129 31	1,739,046 55
Fort Calhoun	-	88,536 29	88,536 29	72,351 67	8,571 81	7,612 81	88,536 29	1,388,791 40

Fort Macon, North Carolina	-	1,446 09	1,446 09	1,331 03	75 00	40 06	1,446 09	349,384 94
Fort on Oak island, North Carolina	-	6,044 34	6,044 34	4,795 74	-	1,248 60	6,044 34	411,485 40
Fort on Cockspur island, Georgia	-	43,327 74	43,327 74	43,327 74	-	-	43,327 74	286,184 46
Fortifications in Charleston harbor	-	19,951 63	19,951 63	19,387 88	-	563 75	19,951 63	324,436 25
Fort at Mobile point, Alabama	-	3,965 48	3,965 48	188 40	-	3,777 08	3,965 48	1,026,777 41
Fortifications at Pensacola, Florida	-	1,458 40	1,458 40	1,458 40	-	-	1,458 40	629,283 74
Fort on Foster's bank, Florida	-	30,200 00	30,200 00	30,200 00	-	-	30,200 00	75,159 41
Fort Jackson, Louisiana	-	733 71	733 71	-	-	731 71	731 71	638,766 29
Fort at Grand Terre, Louisiana	-	59,467 65	59,467 65	2,748 46	50,000 00	6,719 19	59,467 65	18,280 81
Contingencies of fortifications	-	9,816 71	9,816 71	9,775 10	23 24	18 37	9,816 71	
Dollars		677,869 95	677,869 95	460,352 91	122,626 67	94,890 37	677,869 95	

Internal Improvements.

Cumberland road east of the Ohio river	$346,186 58	230,628 36	576,814 94	398,987 14	12,273 45	165,554 35	576,814 94	924,931 65
Cumberland road in Ohio	200,000 00	118,631 02	318,631 02	283,668 16	-	31,962 86	318,631 02	896,646 50
Cumberland road in Indiana	100,000 00	162,827 22	262,827 22	106,834 23	66,002 00	89,990 99	262,827 22	*479,007 01
Cumberland road in Illinois	-	150,543 36	150,543 36	55,170 71	67,231 97	28,140 68	150,543 36	250,627 35
Road from Detroit towards Chicago	10,000 00	10,649 58	20,649 58	7,443 32	10,188 92	3,017 34	20,649 58	76,793 74
Road from Detroit to Fort Gratiot	3,000 00	-	3,000 00	2,738 12	-	261 88	3,000 00	48,367 25
Road from Detroit to Saganaw bay	10,000 00	14,584 37	21,584 37	12,431 77	10,000 00	2,152 60	21,584 37	49,020 96
Road from Detroit to Grand river	25,000 00	14,022 82	39,022 82	14,050 53	-	21,972 29	39,022 82	28,707 71
Road from La Plaisance bay to the Chicago road	10,000,00	8,623 84	18,623 84	12,145 23	5,000 00	1,478 61	18,623 84	34,130 15
Road from Sheldon's, on the Chicago road, to St. Joseph's river	-	20,000 00	20,000 00	16,633 42	-	3,366 58	20,000 00	16,633 42
Road from Clinton, Chicago road, to the rapids of Grand river	-	8,000 00	8,000 00	2,220 50	4,000 00	1,779 50	8,000 00	2,220 50
Road between Port Lawrence and Adrian	-	10,003 44	10,003 34	9,916 52	-	86 92	10,003 44	9,913 08
Road between Niles and the mouth of the St. Joseph's river	-	10,000 00	10,000 00	5,000 00	5,000 00	-	10,000 00	5,000 00
Road from Vistula to the Indiana State line	-	10,003 44	10,003 44	9,449 73	-	553 71	10,003 44	9,446 29
Road from opposite Memphis, on the Mississippi, to the St. Francis river	106,000 00	97,766 49	203,766 49	18,317 35	161,000 00	21,449 14	203,766 49	20,550 86
Road from Line creek, Alabama, to the river Chatahoochie, Georgia	-	9,460 00	9,460 00	9,430 00	-	30 00	9,460 00	19,970 09
Road from the northern boundary of Florida to Appalachicola	-	12,000 00	12,000 00	-	9,000 00	3,000 00	12,000 00	

*Since closing this statement, vouchers have been received for the disbursements in the 3d quarter, amounting to $93,420 72.

STATEMENT A—Continued.

Designation of the works.	Available for 1835, and whence derived.			Amount available accounted for.			Aggregate accounted for, corresponding with the aggregate available.	Amount expended on each work up to the 30th September, 1835.
	From appropriations for 1835.	From balances remaining in the Treasury, and remaining in the hands of agents on the 30th Sept. 1834.	Aggregate available.	Amount applied, corresponding with the amount of accounts rendered for settlement to the 30th Sept. 1835.	Amount undrawn from the Treasury on the 1st Oct. 1835.	Balances in the hands of agents on the 1st Oct. 1835.		
Internal Improvements—Continued.								
Improving the navigation of the Ohio, Missouri, and Mississippi rivers	$50,000 00	$44,638 40	$94,638 40	$71,024 75	1,000 00	$2,613 65	$94,638 40	$631,386 35
Improving the navigation of the Ohio river above the falls	50,000 00	-	50,000 00	8,328 10	-	41,671 90	50,000 00	8,328 10
Improving the navigation of Red river	50,000 00	51,665 22	101,665 22	91,582 29	9,751 00	331 93	101,665 22	134,917 07
Improving the navigation of Arkansas river	40,000 00	-	40,000 00	-	40,000 00	-	40,000 00	15,000 00
Removing obstructions in Savannah river	20,000 00	42,339 63	62,339 63	33,604 51	28,600 00	135 12	62,339 63	46,264 88
Improving the Cape Fear river below Wilmington	20,000 00	8,229 57	28,229 57	11,590 02	14,050 00	2,589 55	28,229 57	136,987 45
Improving Ocracock inlet	-	14,288 65	14,288 65	13,069 32	800 00	419 33	14,288 65	111,480 67
Deepening the channel into Pascagoula river	-	10,571 60	10,571 60	3,656 81	-	6,914 79	10,571 60	18,685 21
Improving the harbor of Mobile	17,997 60	10,692 45	28,690 05	6,357 61	-	22,332 44	28,690 05	35,665 16
Removing obstructions in Appalachicola river	-	448 50	448 50	324 72	-	123 78	448 50	21,576 22
Improving the harbor and river of St. Mark's	-	3,559 90	3,559 90	3,493 03	-	66 87	3,559 90	34,963 13
Improving the inland channel between St. Mary's river, Georgia, and St. John's river, Florida	15,630 00	9,000 00	24,000 00	2,497 27	18,500 00	3,002 73	24,000 00	15,997 27
Improving the harbor of Chicago	32,800 00	26,520 35	59,320 35	36,995 80	3,700 00	18,624 55	59,320 35	68,276 45
Breakwater at the mouth of Merrimack river	-	10,560 28	10,560 28	4,272 99	5,760 00	527 29	10,560 28	54,079 43

Preservation of Plymouth beach	700 00	603 09	1,303 09	1,042 02	-	261 07	1,303 09	49,105 83
Preservation of Provincetown harbor	4,400 00	4,639 41	9,039 41	4,521 35	4,275 65	239 41	9,039 41	14,434 94
Preservation of Deer Island, Boston harbor	-	1,527 99	1,527 99	-	-	1,527 99	1,527 99	157,862 01
Breakwater at Hyannis harbor	9,000 00	6,994 58	15,994 58	8,604 66	6,500 00	889 92	15,994 58	49,777 90
Piers at the entrance of Kennebunk river	-	9,150 67	9,150 67	3,136 06	3,300 00	2,714 61	9,150 67	12,160 39
Monument on Steele's ledge	-	4,600 00	4,600 00	-	466 00	4,134 00	4,600 00	
Pier and mole at Oswego harbor	-	25,601 08	25,601 08	11,741 08	13,860 00	-	25,601 08	116,160 87
Piers at Buffalo harbor	-	22,030 94	22,030 94	12,735 39	6,172 19	3,123 36	22,030 94	130,298 45
Piers at Dunkirk harbor	10,988 43	1,682 54	12,670 97	9,335 16	476 25	2,859 55	12,670 97	48,408 13
Pier at Black Rock harbor	-	9,115 63	9,115 63	5,094 48	495 85	3,525 30	9,115 63	48,076 85
Improving the entrance of Genesee river	2,390 09	9,611 15	12,001 15	12,001 15	-	-	12,001 15	93,695 00
Removing obstructions at Big Sodus bay	11,790 00	3,730 65	15,520 65	8,418 83	1,000 00	6,101 82	15,520 65	97,318 18
Improving the harbor of Presqu' Isle	5,000 00	14,577 20	19,577 20	18,313 27	1,263 93	-	19,577 20	81,744 50
Improving the harbors of New Castle, Marcus Hook, Chester, and Port Penn	6,000 00	5,196 90	11,196 90	8,112 15	-	3,084 75	11,196 90	61,807 48
Removing obstructions at Ashtabula creek	7,591 00	7,175 27	14,766 27	4,844 12	9,369 92	552 23	14,766 27	38,227 60
Removing obstructions at Cunningham creek	-	39 35	39 35	39 35	-	-	39 35	8,473 76
Improving the mouth of Conneaut creek	-	25 64	25 64	21 85	-	79	25 64	27,801 86
Removing obstructions at Huron river	-	6,124 66	6,124 66	3,753 38	2,315 41	55 87	6,124 66	26,537 43
Removing obstructions at Grand river	-	11,603 54	11,603 54	6,988 35	298 89	4,316 30	11,603 54	34,983 10
Improving Cleaveland harbor	-	12,417 90	12,417 90	9,287 71	681 82	2,448 37	12,417 90	44,420 37
Removing sand bar at the mouth of Black river	4,400 00	4,010 65	8,410 65	6,018 69	1,931 47	457 49	8,410 65	42,741 81
Piers at La Plaisance bay	-	3,850 57	3,850 57	3,551 57	-	299 00	3,850 57	19,271 76
Improving the navigation of Cumberland river	-	31,098 46	31,098 46	18,174 36	11,000 00	1,924 10	31,098 46	47,075 90
Improving the navigation of Hudson river	-	70,000 00	70,000 00	55,094 16	-	14,905 84	70,000 00	55,094 16
Constructing a new entrance into the harbor at or near the mouth of the river Raisin, where it unites with Lake Erie	30,000 00	-	30,000 00	12,777 09	15,300 00	1,922 91	30,000 00	12,777 09
Dollars	1,198,243 61	1,385,666 36	2,583,909 97	1,474,846 19	573,567 72	535,496 06	2,583,909 97	

Light-houses.

Beacon light at Grand river, Ohio	-	1,482 03	1,482 03	994 29	-	487 74	1,482 03	
Beacon light at Huron river	-	2,600 00	2,600 00	1,568 53	-	1,031 47	2,600 60	
Beacon light at Cunningham creek	-	634 00	634 00	634 00	-	-	634 00	
Beacon light at Conneaut creek	-	1,351 24	1,351 24	1,351 24	-	-	1,351 24	
Beacon light at Ashtabula creek	-	2,000 00	2,000 00	35 30	-	1,964 70	2,000 00	
Beacon lights at Genesee river and Sodus bay	3,750 00	4,000 00	7,750 00	2,940 31	-	4,809 69	7,750 00	

STATEMENT A—Continued.

Designation of the works.	Available for 1835, and whence derived.			Amount available accounted for.			Aggregate accounted for, corresponding with the aggregate available.	Amount expended on each work up to the 30th September, 1835.
	From appropriations for 1835.	From balances remaining in the Treasury, and remaining in the hands of agents on the 30th Sept. 1834.	Aggregate available.	Amount applied, corresponding with the amount of accounts rendered for settlement to the 30th Sept. 1835.	Amount undrawn from the Treasury on the 1st Oct. 1835.	Balances in the hands of agents on the 1st Oct. 1835.		
Light-houses—Continued.								
Light-house or beacon light at Oswego	$6,485 00	$3,666 00	$10,151 00	$5,711 16	$1,540 00	$2,899 84	$10,151 00	
Removal of the light-house at Goat island	32,400 00	13,600 00	46,000 00	171 97	45,000 00	828 03	46,000 00	
Dollars	42,635 00	29,333 27	71,968 27	13,406 80	46,540 00	12,021 47	71,968 27	
Military Academy.								
For defraying the expenses of the Board of Visiters	2,000 00							
For fuel, forage, stationery, printing, transportation, and postage	9,065 00							
For repairs, improvements, and expenses of buildings, grounds, roads, wharves, boats, carts, and fences	6,528 00							
For pay of Adjutants' and Quartermasters' clerks	900 00							
For philosophical apparatus and repairs of the same	585 00							
For models for the department of engineering	600 00	48,622 07	74,211 07	34,899 87	16,796 00	22,515 20	74,211 07	

apparatus and contingencies for the department of chemistry, and repairs of instruments for the mathematical department	1,180 00							
For the departments of mineralogy, artillery, and sword exercises	1,400 00							
For increase and expenses of the library	873 00							
For miscellaneous items and incidental expenses	1,558 00							
Dollars	25,589 00	48,622 07	74,211 07	34,899 87	16,796 00	22,515 20	74,211 07	
Miscellaneous.								
Ohio northern boundary line	-	5,807 23	5,807 23	5,807 23	-	-	5,807 23	
Lithographic press of the War Department	750 05	293 29	1,043 29	741 37	-	301 92	1,043 29	
Executive building occupied by the War Department	-	13 16	13 16	-	-	13 16	13 16	
Monument over the remains of Major General Brown	-	1,000 00	1,000 00	709 55	-	290 45	1,000 00	
		7,113 68	7,863 68	7,258 15	-	605 53	7,863 68	

STATEMENT B,

SHOWING the amount of money drawn from the Treasury, and remitted to the Officers and Agents disbursing under the Engineer Department, from the 1st of October, 1834, to the 30th of September, 1835, inclusive, and the amount of accounts rendered by them, respectively, within the same period.

Names.	On what account.	Amount remitted.	Amount of accounts rendered.	Total remitted.	Total accounted for.	Remarks.
Col. Jos. G. Totten, corps of eng.	Fort Adams	$21,500 00	$42,624 93	$22,500 00	$42,796 90	
	Removing light-house on Goat island	1,000 00	171 97			
Lt. Col. S. Thayer, do.	Fort on George's island	41,900 00	43,830 58	41,900 09	56,628 79	
	Preservation of Castle island, and repair of Fort Independence	-	12,798 21			
Lt. R. E. De Russy, do.	Military Academy	39,384 95	34,899 87	39,384 95	34,899 87	
Major I. L. Smith, do.	Fort on Throg's neck	48,400 00	41,980 39	82,400 00	73,875 23	
	Fort Columbus and Castle William, repairs at	34,000 00	31,611 20			
	Fort Hamilton	-	29 00			
	Fort Lafayette, repairs at	-	254 64			
Major George Blaney, do.	Fort on Oak island	-	3,491 98	6,064 00	11,441 43	
	Cape Fear river, improvement of	6,064 00	7,949 45			
Capt. Wm. H. Chase, do.	Fort Jackson	733 71		72,359 45	45,804 73	
	Fort on Foster's bank	30,100 00	30,200 00			
	Fort at Mobile point	790 65	188 40			
	Fort at Grand Terre	-	2,748 46			
	Fortifications at Pensacola	-	1,458 40			
	Contingencies of fortifications	3,300 00	3,860 46			
	Mobile harbor	28,472 15	6,357 61			
	Pascagoula river, improvements at	8,962 94	991 40	-	-	$9,580 20 paid over to Lt. Cross.
Capt. R. Delafield, do.	Fort Delaware	25,000 00	30,252 05	-	-	$617 81 paid over to the Moyamensing bank.
	Harbors of New Castle, &c.	4,500 00	4,538 89	259,500 00	245,096 74	$125 01 paid over to the Moyamensing bank.
	Cumberland road east of Ohio	230,000 00	210,305 80	-	-	$20,043 96 paid over to Merchants and Manufacturers bank.
	Contingencies of fortifications	-	108 11	3,500 00	6,274 00	
	Mobile harbor	-	5,887 03			

		Contingencies of fortifications	-	-	105 14	2,500 00	6,974 00	
		Ohio boundary line - - -	-	-	5,807 23			
Capt. W. A. Eliason,	do.	Fort Calhoun - - -	64,700 00	62,903 00	64,700 00	62,903 00		
Capt. C. A. Ogden,	do.	Cumberland road in Indiana	238,880 00	106,834 23	-	-		Since closing this statem't vouchers for $93,420 72 have been received.
					334,111 97			
		Do. in Illinois - -	95,231 97	55,170 71	-	162,004 94		Accounts for 3d quarter, 1835, not received.
Lt. H. Brewerton,	do.	Do. in Ohio - -	144,739 24	153,555 66	144,739 24	153,555 66		$12,214 60 paid over to the Clinton bank.
Lt. Geo. Dutton,	do.	Fort Macon - - - -	1,200 00	1,331 03				
		Contingencies of fortifications -	1,000 00	588 97	3,500 00	6,850 60		
		Improvement in Ocracock inlet -	1,300 00	4,930 60				
Lt. J. K. F. Mansfield,	do.	Fort on Cockspur island - -	40,000 00	43,327 74				
		Improvement in Savannah river -	25,400 00	33,601 51	70,900 00	79,429 52		
		Inland navigation between St. Mary's and St. John's rivers - -	5,500 00	2,497 27				
Lt. A. H. Bowman,	do.	Road from opposite Memphis to the St. Francis river - - -	20,000 00	18,317 35	20,000 00	18,317 35		
Lt. T. S. Brown -	-	Fortifications Charleston harbor -	15,300 00	17,815 30				
		Improvement of Cleaveland harbor -	8,229 81	5,851 34				
		Do. Ashtabula creek -	3,000 00	2,948 33				
		Do. Grand river -	7,000 00	3,838 37				
		Do. Presqu' Isle harbor -	8,045 00	8,743 13	70,209 33	58,460 77		
		Do. Buffalo harbor -	11,646 09	9,211 40				
		Do. Black Rock harbor -	6,000 00	3,422 43				
		Do. Dunkirk harbor -	8,988 43	6,586 41				
		Beacon light at Grand river - -	-	8 76				
		Beacon light at Ashtabula creek -	2,000 00	35 30				
Lt. Wm. H. C. Bartlett	-	Monument over the remains of Gen. Brown - - - -	1,000 00	204 22	1,000 00	436 31		$795 78 paid over to Lt. R. E. Lee.
		Lithographic press, War Department	-	232 09				
Lt. Robert E. Lee -	-	Fort Calhoun - - - -	12,000 00	9,448 67				
		Contingencies of fortifications -	1,319 44	1,368 96				
		Monument to Gen. Brown - -	-	505 33	15,318 24	11,832 24		
		Provincetown harbor - - -	239 41	-				
		Improvement of Grand river - -	1,009 39	-				
		Lithographic press, War Department	750 00	509 28				
Lt. Alex. I. Swift -	-	Improvement at Ocracock inlet -	8,500 00	8,138 72	8,500 00	8,138 72		
Major J. D. Graham, top'l eng'rs		Contingencies of fortifications -	-	1,545 65	-	1,545 65		
Capt. A. Canfield,	do.	Cumberland road in Ohio - -	750 00	445 44	750 00	445 44		

STATEMENT B—Continued.

Names.	On what account.	Amount remitted.	Amount of accounts rendered.	Total remitted.	Total accounted for.	Remarks.
Major H. Whiting, U. S. army	Road from Detroit to Fort Gratiot	$3,000 00	$2,482 80	$28,000 00	$16,533 33	
	Road from Detroit to Grand river	25,000 00	14,050 53			
Major B. K. Pierce, do.	Contingencies of fortifications	-	252 34	-	252 34	
Capt. H. Smith, do.	Road from Port Lawrence to Adrian, M. T.	5,000 00	9,916 52			
	Road from Vistula to Indiana line	5,000 00	9,449 73			
	Road from La Plaisance bay to Chicago road	5,000 00	12,145 23			
	Piers at La Plaisance bay	-	3,551 57	37,077 87	55,005 08	
	Improvement of Huron river	1,977 87	2,076 77			
	Beacon light at Huron river	2,600 00	1,568 53			
	Improvement at Black river	2,800 00	3,519 64			
	Harbor at the mouth of river Raisin	14,700 00	12,777 09			
Capt. H. A. Thompson, do.	Contingencies of fortifications	925 00	934 36	925 00	934 36	
Lt. E. S. Sibley, do.	Road from Detroit towards Chicago	7,668 18	5,438 50			
	Road from Detroit to Saganaw bay	5,575 31	5,525 19			
	Road from Sheldon's to St. Joseph's river	20,000 00	16,633 42	42,243 49	36,187 49	
	Road from Niles to St. Joseph's river	5,000 00	6,369 88			
	Road from Clinton to Grand river	4,000 00	2,220 50			
Lt. J. Allen, do.	Chicago harbor	48,300 91	36,997 85	48,300 91	36,997 85	
Lt. G. W. Long, do.	St. Mark's river and harbor	-	3,493 03	-	3,817 75	
	Appalachicola river and harbor	-	324 72			
Lt. A. Drane, do.	Contingencies of fortifications	-	421 90	-	421 90	
Lt. C. Dimmock, do.	Fort Monroe	-	7,218 68	-	7,218 68	
Capt. T. Green, do.	Fort Monroe	-	543 73	-	543 73	
Lt. Jno. L'Engle, do.	Fortifications in Charleston harbor	-	1,572 58	-	1,572 58	
Lt. O. Cross, do.	Pascagoula river improvement	-	2,665 41	-	2,665 41	
Lt. R. C. Smead, do.	Piers in Oswego harbor	10,940 00	11,741 08	19,551 00	17,452 24	
	Light at Oswego harbor	8,611 00	5,711 16			
Jno. H. Winder, do.	Fort on Oak island	1,410 00	1,303 76	6,360 00	4,944 33	Accounts for the 3d quarter, 1835, not received.
	Improvement of Cape Fear river	4,950 00	3,640 57			
Gen. Jos. G. Swift	Sodus bay improvement	14,190 00	8,418 83	31,830 00	23,360 29	
	Genesee river improvement	9,890 00	12,091 15			

	Light at Genesee river and Sodus bay	7,750 00	2,940 31			
H. M. Shreve	Ohio, Missouri, and Mississippi rivers	38,600 00	71,024 75	95,400 00	162,607 04	
	Red river improvement	56,800 00	91,582 29			
Thos. M. Clark	Merrimack river	3,000 00	4,272 99	3,000 00	4,272 99	
Jos. Bradford	Plymouth beach	1,200 00	1,042 02	1,200 00	1,042 02	
Asa S. Bowley	Provincetown harbor	4,524 35	4,524 35	4,524 35	4,524 35	
B. Palmer	Piers at Kennebunk river	4,000 00	3,136 06	4,000 00	3,136 06	
E. Crowell	Breakwater at Hyannis harbor	8,730 00	8,604 66	8,730 00	8,604 66	
Jos. D. Selden	Improvement at Buffalo harbor	1,000 00	3,833 88			
	Do. Black Rock harbor	2,000 00	2,028 10			
	Do. Dunkirk harbor	3,000 00	2,748 77			
	Do. Presqu' Isle harbor	9,000 00	10,263 21	17,000 00	21,857 34	
	Do. Black river	2,000 00	2,276 38			
	Do. Cunningham creek	-	42 31			
	Light at Cunningham creek	-	664 69			
M. Hubbard	Improvement at Ashtabula creek	1,780 00	1,666 30	1,780 00	1,666 30	
A. Dart	Improvement at Conneaut creek	-	24 85	1,000 00	1,376 09	
	Light at Conneaut creek	1,000 00	1,351 24			
H. Phelps	Improvement at Grand river	2,500 00	3,168 88	3,956 00	4,154 41	
	Light at Grand river	1,456 00	985 53			
A. W. Walworth	Improvement in Cleaveland harbor	-	3,118 19	-	3,118 19	
Jabez Wright	Improvement in Huron river	1,697 00	1,591 92	1,697 00	1,591 92	
W. McKnight	Improvement in Cumberland river	13,500 00	18,174 36	13,500 00	18,174 36	
Jno. Martin	Road from Line creek, Alabama, to Chattahoochie	9,469 00	9,430 00	9,460 00	9,430 00	
D. Lane	Monument on Steele's ledge	4,134 00	-	4,134 00	-	Accounts for the 3d quarter 1835 not received.
Merchants bank, Boston	Fort on George's Island	59,000 00	39,052 57	76,594 00	49,669 91	
	Preservation of Castle Island, and repair of Fort Independence	17,594 00	10,617 34			
Albany City bank	Improvement of Hudson river	67,500 00	54,032 53	67,500 00	54,032 53	
Moyamensing bank, Philadelphia	Fort Delaware	35,000 00	13,754 57	41,533 00	17,327 83	
	Harbors of New Castle, &c.	6,533 00	3,573 26			
Merchants and Manufacturers bank, Pittsburg	Ohio river, improvement above the falls	50,000 00	8,328 10	350,000 00	177,145 98	
	Cumberland road east of Ohio	300,000 00	168,817 88			
Mer's. and Mec's. bank, Wheeling	Cumberland road east of Ohio	33,951 55	19,863 46	33,951 55	19,863 46	
Clinton bank, Columbus, Ohio	Cumberland road in Ohio	151,853 00	129,409 30	151,853 00	129,409 30	
Merchants bank, Boston	Preservation of George's island	220 60	220 60	220 60	220 60	
	Preservation of Deer island	1,130 00	-	1,130 00	-	
	Dollars	2,366,788 95	1,982,570 59	2,366,788 95	1,982,570 59	

STATEMENT C,

EXHIBITING the works projected by the Board of Engineers, which have not been commenced, and the estimate of their cost.

First class, to be commenced as soon as possible.		Second class, to be commenced at a later period.		Third class, to be commenced at a remote period.	
Designation of the works.	Estimate.	Designation of the works.	Estimate.	Designation of the works.	Estimate.
Fort St. Philip, Louisiana	$77,810 79	Tower at Pass au Heron, Mobile bay	$16,677 41	The rafts to obstruct the channel between Forts Monroe and Calhoun	$240,568 00
Fort at Sollers' point flats, Patapsco river	673,205 44	Fort at Hawkins' point, Patapsco river	244,337 14	Fort at Craney island flats	258,465 14
Fort Tompkins, New York	420,826 14	Fort at St. Mary's, Potomac river	205,602 33	Fort at Newport News	244,337 41
Redoubt in advance of do.	65,162 44	Fort opposite the Pea Patch, Delaware river	317,257 71	Fort at Nasseway shoal	673,205 00
Fort at Wilkins' point, N. York	456,845 51	Fort at the middle ground, outer harbor of New York	1,681,411 66	For the defence of Patuxent river	
Fort at Dumpling's point, R. Island	759,946 57	Fort at the East bank, do. do.	1,681,411 66	Fort on Thomas' point	173,000 00
Fort at Rose island, R. Island	82,411 74	Fort Hale, Connecticut	31,815 83	Fort on Point Patience	164,000 00
Dyke across the W. passage, Narragansett roads	205,000 00	Fort Wooster, do.	27,793 31	Fort on the narrows of Penobscot river, Maine	101,000 00
For the defence of Boston harbor:		Fort Trumbull, do.	77,445 21	Dollars	1,854,575 58
Fort on Nantucket head	539,000 00	Fort Griswold, do.	132,230 41		
Lunette in advance of do.	79,000 00	Fort on Fort Preble point, Portland harbor, Maine	103,000 00	RECAPITULATION.	
Redoubt No. 2 in advance of do.	32,000 00	Fort on House island, do.	32,000 00	1st class (15)	3,782,691 06
Redoubt No. 1, (on Hog island,) in advance of do.	29,000 00	Fort Pickering, Salem	116,000 00	3d class (18)	5,075,982 70
Dyke across Broad Sound passage	140,000 00	Fort for Nangushead	35,000 00	3d class (7)	1,854,575 58
Cutting off the summit of Gallop island	2,429 00	Fort Seawell, Marblehead	116,000 00	Dollars	10,713,249 34
Narragansett bay, R. I. (works for the defence of Conanicut island)	220,053 43	Fort for Jack's point	96,050 00		
		Fort on Baldhead, North Carolina	120,000 00		
		Fort on Federal point, do.	12,000 00		
Dollars	3,782,691 06	Dollars	5,075,982 70		

Remark.—The classification in this table, distinguishing three periods, exhibits the works enumerated in the order of their efficiency to meet the earliest possible emergency.

D.

MONROE, MICH. *September* 30, 1835.

Brig. Gen. GRATIOT, *U. States Army, Chief Engineer:*

SIR: Accompanying I have the honor to enclose my annual statement of the operations on the river Raisin ship canal during the present year, and my estimate of the sum necessary, in addition to that already appropriated, to complete this important work.

On the 2d May last the work was commenced by erecting barracks for the labourers, and commencing the construction of the machinery necessary for excavation, and removing and keeping off the water. From that to the present, the work has been advancing, as the weather would allow; encountering occasional difficulties from ill health among the labourers, and delay and trouble in procuring others. At length, however, I am happy to say; that the work is in fine progress, that the plan has proved completely successful, and that little doubt exists that it may be completed for but little more than the sum estimated, originally, therefor. The cause of the excess is explained in my letter of the 13th of May last; and in the unexpected difficulty in procuring hands, and the consequent and necessary increase in the prices given for labor.

About the 1st of June such force of labourers as could be employed to advantage commenced their labours by the operation known among men familiar with labour on canals, as "*mucking:*" that is, removing the sods, turf &c. over the whole surface of the intended canal, and placing it at the sides thereof: this was done in about half the length of the whole work, leaving the water about two feet deep in the portion thus excavated. The same mode of excavation was employed in cutting a small canal, about twelve feet wide, entirely through to the river Raisin, and just within the north line of the canal, for the purpose of facilitating the conveyance of materials, &c. from Monroe, to the end of the canal nearest the lake, at which point it was determined to commence excavation. The driving of piles was then commenced at the lake on both sides of the intended cut, and ten feet from each one to the next.

There are now driven 350 in number along 1,750 feet of the work: on the tops of these piles strong tenors are cut, and caps of square timber twelve by ten inches framed and placed. From these caps of timber, land ties of timber 20 feet long, and placed twenty feet apart, extend at right angles under the embankment, being strongly keyed to the caps. On the back side of the caps and piles, pile planks, nine feet in length, are driven, (the piles being driven fourteen feet into the earth) being previously well-jointed: the plank dam is then made water-tight, by the usual process of *puddling* with clay from four to six feet in depth. Cross dams are then made, and the water drawn from a section of the canal, and the *dry excavation* is made. Setting aside the *necessity* of adopting this mode, on account of the porous and marshy nature of the soil, there is no doubt but economy is consulted by this mode of construction: 1st. From the perfect and lasting resistance thus established, to the lateral pressure of the immense embankments: 2d. From the perfect protection thus afforded to the embankments from the *wash* produced by steamboats and other vessels navigating the canal; and 3d. From the additional channel-width thus given—any vessel being able to

float in actual contact with the surface of the bank. The caps are now framed and placed as above, on both sides the work, 1,750 feet in length; the land-ties placed, and pile plank driven on each side for 1,500 feet of the distanee; and the excavation entirely eompleted one hundred feet wide at the surfaee, by sixty-eight at the bottom, eleven and a half deep, in a distance of four hundred and sixty-two feet of the very worst portion of the work; and is eommeneed and now in progress in another seetion of about five hundred feet in length.

It is expected that one half of the length of the whole canal will be excavated this fall, and that enough of the last appropriation will be left on hand to eommenee the piers in the month of Deeember; as no doubt exists that the latter work ean be far better and cheaper done in the winter than when no iee is on the lake.

In the work are now engaged one superintendent residing constantly on the spot, eharged with the supervision of the whole labour, who is also a measurer and inspeetor of lumber, stone, &e. delivered on contraets; one master earpenter, charged with the supervision of all the meehanics the direction of the framing, pile driving, &c.; about 200 to 250 labourers, to each thirty of whieh is on overseer appointed, who is held responsible for the industry and good eonduet of his gang of laborers.

In the estimate, amounting to $60,660, it will be observed that I have named the priee for a good dredging maehine. This maehine is not only needed on this work, but on several others now in progress on the lake and the good of the serviee will eertainly be eonsulted in proeuring one. The patent of Capt. Randall, now in use in several of the eastern harbors as well as Buffalo harbor on this lake, is of the description contemplated in the estimate.

I ean only add, sir, that if the appropriation for the coming year should be made sufficiently early to enable us to make, and have fulfilled, our contracts for timber, stone and other materials during the winter, the work will be greatly expedited, and for one-third less of expense.

This memoir is respectfully submitted by, General,

Your obt. serv't.

H. SMITH,

Capt. U. S. Army, on engineer duty.

MONROE, MICHIGAN, *Nov.* 14, 1835.

GENERAL: I have the honor to report that I have this day returned from a visit to the publie works at Huron and Blaek rivers, Ohio. Of the result of my examination of the latter work, I have already had the honor to advise you.

The work at Huron requires the attention of the Government as early in the spring as possible.

I found much of the wood work of the piers first sunk quite defective, and that the sand of the lake driven along the shore passes entirely through the piers, partieularly the east pier, and is filling up the harbor; and unless the operation is arrested speedily, the beach will make anew entirely across

the harbor. The inhabitants of the place held a meeting while I was there, and handed me the accompanying paper, (marked No. 1,) stating to me at the same time, that they believed the sand passed around the end of the piers. An examination into the facts convinced me that it was not so, but that the mischief has occurred as above described. I propose to sink brush in bundles along the outside, and in contact with both piers, and cover them entirely with stone. I think this will remedy the evil; but should it not, short planks, well jointed, may be spiked on to the outside of the piers, from the bottom, above water-mark, and inside of the brush and stone. It will also be necessary to repair some portions of the old work, and to remove the sand already deposited. For the whole of which I herewith submit an estimate.

With perfect respect, sir,
I have the honor to remain
Your ob't servant,
H. SMITH,
Capt. on Engineer duty.

Gen. GRATIOT, *U. S. A., Chief Engineer.*

MOUTH OF BLACK RIVER, OHIO,
November 10, 1835.

GENERAL: I have the honor to enclose the monthly report of the superintendent of the works at this place, for October.

It is but justice to add, that I am highly satisfied with the execution of the work here, and, considering the unusually bad season, with the progress made. The storms are now so constant, and the winter so near at hand, that but very little more work can be done. Of course, the funds appropriated will not all be expended this fall.

With perfect respect, sir,
I have the honor to be
Your ob't servant,
H. SMITH,
Capt. on Engineer duty, Agent.

Gen. GRATIOT, *U. S. A., Chief Engineer.*

E.

ERIE, PA. *October* 1, 1835.

Brig. General C. GRATIOT, *Chief Engineer.*

SIR: I have the honor to make the following report of the operations at the works under my superintendence for the year ending September the 30th, 1835, viz.

Black Rock.—Two hundred and sixty-three feet of crib work have been added to the pier projecting from the main shore, at the entrance into Black Rock basin, making the whole length of the work three hundred and fifty feet. Its object is to arrest the sand in its progressive motion along the beach, and prevent it from filling the basin, and obstructing the entrance

into the Erie canal, where the latter leaves the basin to go towards Buffalo. This object has so far been fully obtained. During the last fall and winter, the sand accumulated against the south side of the pier, making a dry beach for a width of one hundred and seventy feet, where, before, the water was from ten to eighteen feet deep. This beach continues to increase, but more slowly than at first.

It is proposed to add, this fall, one more crib, to serve as a pier head, which it is hoped will give length sufficient to provide against the accumulation of the sand for several years to come, or until, by the erection of other works, the causes which have produced this evil have ceased to operate.

Experience, however, alone can determine whether this work is sufficiently extended to ensure the complete attainment of the object in view; and in order to provide, if necessary, for its further extension, or for the construction of another pier above it, having a similar object, it is recommended that the remainder of the estimate of Colonel Totten for this purpose, amounting to $8,000, be appropriated, so as to be available in case it is required.

The mole on Bird island has been rebuilt for a length of one hundred and sixty-five feet, leaving three hundred feet still to be executed, part of which will be done this fall, and the remainder in the spring. The supply of stone was for some time cut off; and the weather, during the latter part of the season, has been remarkably unfavorable: but for these causes, both the pier and the mole would by this time have been completed. The expenditures for the year have amounted to $5,450 53.

In obedience to the general instructions of the Department, I have made a careful survey of the harbors of Black Rock and Buffalo, together with that portion of Lake Erie included between them, a chart of which will accompany this report. On this chart, I have traced a project for the formation of a spacious harbor, by a further extension of the United States work from its present termination, at Bird island, to within 1,000 feet of the new Buffalo light-house. A glance at the map will show that, by this plan, a harbor may readily be obtained, sufficiently large to accommodate and protect the whole commerce of the western lakes, and to serve as an appropriate termination to the Erie canal, when it shall have received its enlarged dimensions, and to the proposed ship canal around the falls of Niagara. Observation proves that even in its present infant state, the commerce of the city of Buffalo is too extensive for the narrow dimensions of Buffalo creek; and it is confidently believed, that before the work now proposed can be executed, it or some other one, on an equally enlarged scale, will be absolutely required by the vast interest connected with this chief point on the principal route from the ocean to the great west.

Accompanying this report is an estimate, (marked A,) of the expense of this project, to which the attention of the Department is respectfully requested. It has been made with great care, and with the benefit of all the experience acquired during the erection of the works now existing.

Should this improvement be sanctioned by Congress, it is recommended that one-fourth part of the estimate be appropriated for the operations of next year.

Buffalo.—The operations for the year have been as follows:

1. Removing, with the diving bell, the ruins of the old cribs, which obstruct the channel, nearly the whole of which has been accomplished.

The water is now so cold as to compel the postponement of the completion of this work until the next season.

2. Dredging out the curved point which projected into the creek at the inner end of the United States works.

The whole of the sand which could be reached by common road scrapers has been removed, and the floating dredging machines now move over every part, and have been kept constantly employed when the weather would admit. This operation will be continued until the close of the present season, and finally completed early next year.

3. Placing about one hundred and fifty feet of crib work, to support the tow-path, extending from the inner end of the mole to the boundary of the United States land. These cribs will be sufficiently settled by spring to admit of placing upon them the superstructure of masonry.

4. Removing the timber work of the tow-path along the mole, and replacing it by a heavy wall laid with hydraulic mortar. Nearly the whole length of this wall has been raised out of water, and several hundred feet of tow-path flagging have been laid.

The operations have been much retarded by bad weather, and an interruption in the supply of stone, but all the difficulties have been overcome, and the works can be finally completed next year with the amount now available.

The expenditures for the year have amounted to $12,715 39. A map, exhibiting the condition of the improvements at this harbor, from a survey made in August last, will be forwarded to the Department as soon as it can be prepared. At the time the soundings were taken, there was no where less than ten feet of water in the channel leading into the creek.

As far as completed, the works are of stone, and executed in a permanent and a workmanlike manner.

Dunkirk harbor.—The piers at this place have been extended three hundred and eighty-two feet, by sinking new cribs, building them to the surface of the water, and filling them with stone. This has added three hundred and twenty-two feet to the east end of the west pier, and sixty feet to the east pier or breakwater: of work previously raised to the surface of the water, a length of five hundred and eighty feet has been wholly or partially completed. To finish what has been commenced, more or less remains to be done for a length of four hundred and eighty-two feet, as also the repairs on the breakwater specially authorized by the act of the last session of Congress. Materials have been provided for these purposes, and the available funds are supposed to be sufficient.

Should the weather be favorable during the fall, it is hoped that before the end of the present year the whole may be accomplished.

The length of the west pier will then be 1,920 feet, and that of the breakwater or detached pier, in front of the bay, 1,340 feet.

The amount expended during the year, is $9,335 17, of which about one-third part has been devoted to rebuilding that portion of the breakwater which was washed away during the winter of 1833–4.

A careful survey was made of this harbor during the month of September, a map of which will accompany this report.

An estimate (marked B,) for carrying on the operations during the year 1836, accompanies this report.

It is proposed—1st. To construct on the east end of the west channel pier, a beacon light; the necessity for which becomes every day more appa-

rent and more pressing. On the night of the 1st of October, two vessels were totally lost in endeavoring to enter this harbor in a violent gale of wind, one striking against the west pier, and one against the breakwater. The amount asked for is the same as has heretofore been submitted. 2d. To extend the breakwater in front of the harbor 640 feet at its eastern end, which shall make it conform to the original design. The estimate for this has also been heretofore presented. 3d. It is proposed to lengthen the breakwater at its west end 320 feet. The space between the breakwater and the west pier is now 760 feet, an opening which greatly exposes the anchorage and the wharves at the town of Dunkirk during severe gales from the northwest. The proposed new work will extend obliquely across the opening, without encroaching in the least upon the channel way, and will leave an entrance 460 feet wide. In gales of wind from the northeast, this pier will greatly facilitate the entrance of vessels into the harbor by the western channel, which is the one almost exclusively used. All these proposed additions are indicated on the accompanying map; from which also it may be seen, that, in both the channels leading into the bay, the water, in ordinary times, is eleven feet deep.

Dunkirk harbor, in its natural state, was of small importance as a port of refuge; but by means of the works already erected, and of those proposed, it will become sufficiently valuable to the rapidly increasing commerce of Lake Erie, to say nothing of its own trade, to fully justify and repay all the expenditures necesssary to display and secure, in a permanent manner, the good qualities which it possesses. It is still the only point between Erie and Buffalo where vessels and steamboats can obtain shelter.

Erie or Presqu' Isle harbor.—Since the last annual report, the operations at this harbor have consisted—1st. In completing the repairs at the breach which was formed at the junction of the south breakwater and the south channel pier. This was effected last fall, and the place where the breach existed is now occupied by the most substantial part of the whole work.

2d. In forming against the piers and breakwaters, throughout their entire extent on one side, and at certain places on both sides, a bank or mound of stone, thrown into the water at random, rising next the pier to the surface, and sloping outwards, so as generally to have a base equal to the depth of water at each particular point. This bank of stone has given great increased stability to the whole of the works, and constitutes an important step in the transition from the present temporary improvements, to those which shall be permanent, and able, without requiring constant watchfulness, and incessant repairs, te resist the powerful causes which are constantly operating to produce their decay and destruction.

In the ultimate future prosecution of this part of the work, it will be necessary to add to the mound of stone now commenced, in order to form a base on which, in part, to rest the masonry rising above the water. 3d. In thoroughly repairing the whole of the timber work; and where, as is generally the case, the planking has rotted or been washed off of the top of the cribs, supplying its place by a pavement of large flagging stones, carefully wedged to secure them against the action of the waves.

The funds having been exhausted, the operations have been brought to a close for the present season.

The sum expended during the year is $19,006 34.

The works are now in as good order as the nature of the materials will

admit, and may, it is thought, with propriety, be left for two or three years in their present condition, while the whole expenditures at this harbor are, in the mean time, directed to other objects of scarcely less importance.

It is well known to the Department that the works at Presqu' Isle have completely realized the objects for which they were designed.

The current created by the continual fluctuations in the level of the lake, communicating through a narrow opening with a spacious isolated bay, has, by being compelled by the artificial works devised for that purpose, had energy enough to deepen the water in the narrowest part of the outlet, where the width of the channel is four hundred feet, from three feet, which it was originally, to twenty feet, which it is now; and where the channel is six hundred feet wide, to increase the depth from two feet to fourteen. As might have been anticipated, however, this powerful action which has been so beneficial at this point, has, at others, proved the source of serious evils. The first effect produced by the pent up waters of the bay, was to wash away, in succession, two sand points to which the breakwater or dam on the north side of the channel was attached.

The length of the dam was then again increased until it attained a third point, which has not washed away, solely for the reason, however, that the water had by this time, besides excavating a deep channel at the site marked out for it, created a much more spacious and important outlet at a distant part of the bay. The narrow neck connecting the principal portion of Presqu' Isle with the main shore, having been accidentally overflowed and cut through, when the lake was raised during a gale of wind much above its usual height, the whole mass of water immediately rushed in at the breach, until the level between the bay and the lake was re-established.

As the lake subsided, the waters of the bay flowed out through the same opening, and thus a channel was immediately formed, through which, at first, steamboats and schooners were enabled to pass. This breach has continued to widen by the action of the current, the channel through it at the same time becoming more shoal, until, at last, where trees stood thick at the period of the commencement of the work at the east end of the bay, there is now an opening of nearly a mile in width, which is still every day increasing. The whole of Presqu' Isle seems to be threatened; and it is not extravagant to say, that, in endeavoring to perfect the entrance into this fine harbor, the whole has been put in jeopardy, and the necessity entailed upon the Government of persevering until all the consequences resulting from the original and well devised plan have been met and guarded against.

I have made a careful survey of this breach, and a map of which accompanies this report. I also submit an estimate, (marked C, No. 1,) of the expense of closing it up, by crib work, leaving a channel of 400 feet in width, extending from deep water in the bay, to deep water in the lake, partly to guard against any future outbreak of the water; but chiefly to provide an additional and much needed inlet to this valuable port. The works projected for this object are traced upon the accompanying map, and are respectfully recommended to the attention of the Department. This improvement is unquestionably one of the most important remaining to be effected on the south shore of Lake Erie, and of its entire practicability, for the sum estimated, there can be no doubt, provided it is immediately commenced, and prosecuted with energy until completed. The narrow limits of an annual report will not permit me to enlarge upon all the advantages to be thereby secured; but it may be proper to allude to the following con-

siderations, in addition to the cardinal one above suggested, of preserving the bay from destruction, which should induce Congress to give its sanction to the work.

Presqu' Isle bay, with an area sufficiently great for any supposable purpose of commerce or of war, (from six to eight square miles,) has everywhere from three to four fathoms of water, with good anchorage. These qualities, on a coast proverbial for a deficiency of ports, and destined soon to be the theatre of the greatest inland commerce on the globe, give it a high value, and render it worthy of all the attention necessary to secure to its advantages their full development. At present, most of the vessels on the lake are unwilling to enter it, because the same wind which is fair in going in, effectually prevents their departure through the one narrow outlet, and they may remain wind-bound for many days. An outlet at each end would entirely remove this difficulty, and if such outlets existed, from fifty to one hundred vessels, even in the present state of the commerce on the lake, would collect here during every severe gale. Now all the steamboats which touch at Erie in their daily trips, are obliged to go from four to six miles out of their way, whereas, if the improvement recommended were effected, they could proceed directly through the bay, and the route along the lake shore would be materially shortened.

The saving caused in this manner alone, will be found by calculation, to amount to a very considerable sum.

This subject has been heretofore brought to the notice of the department, in the report of Col. Totten, in the summer of 1833, and in recommending the adoption of immediate measures, I but follow in the route which he indicated as probably the one most proper to be pursued.

In the estimate for the year 1836, I have assumed that about one-half of this work may be advantageously executed during that season, and the remainder the season following.

In a previous part of this report, it has been stated, that the water in the eastern entrance, is from fourteen to twenty feet deep. This entrance, and the channel leading from it into the deep water of the bay, have been surveyed during the present summer, and a map exhibiting the result will accompany this report. It will be seen from this map, that inside of the artificial works, at such a distance that their influence is unfelt, the old channel, leading into four fathoms water, has remained undisturbed, and has not, at a full ordinary level of the lake, a greater depth than nine feet. All the steamboats have, during the present season, with more or less regularity, touched at the Erie wharves; but when the water, as is frequently the case, has been depressed a little below its usual level, some of them have experienced some difficulty; and a few of the largest class of said vessels are not able to enter at all. Within the memory of all the older inhabitants, this lake has remained for whole seasons from two to three feet lower than it is at present: this event is of course liable at any time to recur, and thus Presqu' Isle bay may again be, temporarily, closed against that class of vessels which most need its protection.

It is easy to obviate this difficulty, and secure the same depth of water quite into the bay, that there is between the channel piers; and accompanying this report, I have submitted an estimate for this purpose, (marked C, No. 2.) In the estimate for 1836, I have embraced somewhat more than half of this amount, and the remainder, which is for dredging, may perhaps not be required.

Erie, as the outlet of the Pennsylvania system of canals, is destined soon to be the seat of an important commerce, and this consideration, with those of a more general, nature glanced at above, must be my justification for devoting so much space to this part of my report.

Conneaut creek.—The works at this place have been entirely completed according to the original plan, and no expenditures have been made here during the past year. The sand accumulating against the west pier, begins, as usual, to pass around its outer extremity, and to form a bar across the channel; the wood work above water is decaying; and at one or two places the piers seem to be threatened with being undermined, but no immediate measures appear to be necessary to guard against these evils. The depth of water in the channel is now nine feet, and the harbor has proved of great value to the commerce of the lake. Within a month, as many as twenty-six vessels at one time have taken shelter here during a gale of wind. Owing to the narrowness of the creek, it is impossible for steamboats to "wind," or turn in it, and the operation of backing out through so narrow an opening, is a difficult and dangerous one, particularly when the lake is rough.

Accompanying this report is an estimate, (marked D,) of the cost of dredging out on one side of the creek, a sufficient space to permit the largest class of steam boats to turn, and it is respectfully recommended that an appropriation for that purpose be asked for at the next session of Congress.

Ashtabula creek.—The method devised in previous years for the removal of the rock which obstructs the entrance into this creek, having promised favorably, it was this summer considered expedient to construct a machine especially for that purpose; which, however, from a variety of causes, could not be got into regular operation before the 2d of September. Since that period the weather has been very unfavorable; but enough has been done to increase the confidence previously felt as to its success, and it is hoped and expected that another season will not pass, before it will be in the power of the superintendent to announce to the Department, that this troublesome and expensive undertaking has at length been accomplished. The dredging machine has been constantly in operation when the weather would admit, and has laid bare all the rock which it will be necessary to remove. The depth of water in the shallowest part of the channel is about seven feet.

Materials have, in part, been collected, for the extension of the western pier.

The expenditures for the past year, amount to $4,844 12, leaving available a sum sufficient for the operations of the one to come; no estimate, therefore, is presented.

Preparations have been made for commencing the foundation of the beacon light-house, and should the weather prove favorable, it will be sunk this fall, in which case the light-house will be completed early in the spring.

Cunningham's creek.—Nothing has been done at this place this year. The light-house is completed, but it still remains isolated from the rest of the work, and further expenditures are necessary, to properly secure its base. The piers are greatly in need of repairs, which should be immediately applied, unless it is the intention of the Government to abandon this improvement altogether. As a landing place, it has proved valuable to the neighboring country, and I attach to this report, a communication from

the superintendent, (marked E,) presenting estimates for work considered absolutely necessary; which is respectfully submitted for the consideration of the Department.

Grand river.—The west channel pier has been lengthened 300 feet to guard the channel from being obstructed by the sand which is constantly accumulating on that side, at this, and all the other harbors on the lake. This extension removes all danger from that cause for many years, and greatly facilitates the entrance into the harbor.

The balance remaining available, will suffice to pay all arrears, and bring this new work to completion this fall. The amount expended during the year is $7,988 35.

The beacon has been lighted all summer. The balance of funds applicable to it, is to be applied this month, if the weather permits, in securing its foundation.

It is proposed next year, to take those steps for the permanent security of these works, which cannot, with safety, be longer delayed.

The estimate for this object is herewith transmitted, (marked F.)

Cleaveland harbor.—The operations at this important point, have consisted in depositing stones against the outsides of the piers for their permanent security; in placing an additional crib, and depositing stone for securing the base of the beacon light; and in driving outside the west channel pier, a line of contiguous piles to support the foot of the slope of the permanent stone mole intended to be formed. These operations will be continued as long as the weather will admit, and will consume the whole of the available funds. The amount expended during the year is $9,287 71.

It is proposed next year to extend the west channel pier to the full length that will be necessary to guard against the encroachments of the sand, and to progress as rapidly as is consistent with economy, in giving the whole of the works a permanent character. For this purpose, an ample supply of good stone may be obtained from a distance of about ten miles, by means of the Ohio canal.

The accompanying estimate for the year 1836 has been drawn up under my instructions, so as to conform to these views. The estimate is marked G.

GENERAL REMARKS.

The accompanying paper (marked H,) is a tabular list of balances of appropriations, relating to works under my superintendence, drawn up in obedience to the Department circular of the 6th of August.

In concluding this report, I beg leave to suggest the propriety of constructing a steam dredging machine on the most approved plan, to be employed in succession, at all the harbors on the upper lakes, where improvements are going on, which require the use of such an engine. There is much dredging required, but not enough at any one point to justify the construction of so expensive an apparatus, which, however, if once put in operation, would produce a saving of upwards of two-thirds in the cost, and three-fourths in the time employed, at every point where its aid would be necessary. An estimate for the cost of such a machine is herewith submitted, (marked I.)

I have the honor to be,

Very respectfully, your obedient servant,

T. S. BROWN,

Lt. U. S. Engineers.

E.

General Gratiot, *Chief Engineer:*

Sir: I have the honor to submit this, my annual report of the condition of the pier work and beacon lights at Genessee river and Big Sodus bay, for the year ending on 30th September, 1835.

Of Genesee river.—From the year 1829 to that of 1834, inclusive, the appropriations for the pier work at the mouth of this river have averaged $15,167 per annum, which sums have been expended in constructing 5,240 feet in length of pier, of an average width of eighteen feet, and from ten to seventeen feet deep, forming a double line of docks, that receive between them the Genesee river, which work has fulfilled the purpose for which it was constructed; namely, it has cleared out a crooked channel of from six to seven feet in depth of water, that could not be entered in a dark night, so as to have formed, at the present time, a channel of thirteen feet depth of water, that can be entered and passed through at any time of night. These piers have been formed of large hemlock timber, in cribs, connected together and filled, and sunk with stone, and have subsided into the bottom of the lake to a depth of from two to seven feet. This sinking into the sandy bed of the lake has given all the stability to the work of which the material and structure were susceptible. The timber work that is above water is beginning to decay, and is in a proper condition to be substituted by stone masonry. The timber work under water will endure for ages.

The appropriation for the year 1835 was made with a view to finish the pier work: the amount, $2,390, has been, and is now, applying to that object. But the work will continue to subside for another year, and will require an appropriation of $3000, to repair damage for the year 1836.

Of the Genesee river beacon light.—Upon the west pier in the lake, at the distance of 2,700 feet from the shore, a beacon of stone has this year been erected, twenty-five feet high, an octagon of twenty feet in diameter, upon a foundation of forty feet square, in fifteen feet depth of water; the beacon tapering to a diameter of ten feet at the top, agreeably to the plans heretofore submitted to the Department. The masonry of this beacon is now open, and will remain so for the balance of this season, as the temporary light now in use will answer its present purpose for the remainder of the season for navigation—thus giving the masonry time to cement in its exposure. Possibly, during the heavy weather of the coming winter, the foundation that is forty feet square may settle one or two feet in the sandy bed of the lake. In case of such subsidence, and it be unequal, then the work will require to be adjusted in the next season. The balance of the beacon appropriation now on hand, will meet the expense of the structure of the building.

Of Big Sodus bay.—From the year 1829 to that of 1834, inclusive, the appropriations for the pier work of this bay have averaged $15,288 per annum. The work constructed thereby amounts to 5,900 feet of length of pier, sixteen feet wide, and from six to seventeen feet in depth. These docks enclose the entrance of the bay from Lake Ontario, excepting the channel, that is to be dredged out between the two branches, or T's, that extend into the lake. The piers are upon the same plan, and formed of similar materials to those at Genesee river, but they have subsided very little into the bed of the lake, in consequence of the hard-pan at the bot-

tom, and consequently exhibit a more uniform straight line than those at Genesee. The timber above water is also beginning to decay.

The appropriation for Sodus bay for the year 1835 was $11,790, and become available in the month of May—the object, to finish the piers, and to plough and dredge out the hard-pan of the channel by machinery. The first has been nearly accomplished, and will be finished this season. The second is in operation as follows: recommencing the work upon the piers, and the construction of the beacon, brought me into the month of June, when, agreeably to my report to the Department, I proceeded to the foundry near West Point, to determine how much steam and other machinery could be constructed at that place, with the amount of funds applicable to that part of the necessary expenditure, and I found that there were not sufficient funds to procure steam and other machinery to commence the dredging, even at so early a day as the ensuing spring of 1836. I therefore proceeded to visit and examine several new working machines in the harbors of Baltimore, in Maryland, and New London, in Connecticut. The dredging machinery that I found at work in Baltimore harbor was efficient, but more expensive than was contemplated. In New London harbor I found the machinery simple and efficient, and comparatively not expensive, and propelled by horse-power; also, that the part of New London harbor which had been dredged by these machines was as hard as the Sodus bay pan. I concluded, therefore, that it would be best to invite the proprietor of these machines, Mr. Holmes, to visit Lake Ontario, to compare the work that was necessary to be done at Sodus bay with the work that had been accomplished by Mr. Holmes at New London.

This request was complied with, and the result, thus far, has been that I have set Mr. Holmes at work in constructing the machines at Sodus bay, and he will commence the cutting and dredging of the hard-pan at Sodus early in the ensuing spring of 1836. The terms upon which this work is to be executed are as follows: For cutting out four hundred thousand cubic feet of pan, not to exceed three cents per cubic foot, delivered to the United States agent in gondolas now constructing for that service. For such balance of cutting as may be found necessary, a less price per cubic foot, as may then be agreed upon, when the work has come down to the loose bed below the pan. It is my opinion, that an additional cutting of four hundred thousand feet below the pan will have accomplished the object thoroughly. Perhaps the motion of the water may so aid in moving the substrata, as to diminish materially the expense of dredging.

The balance of the Sodus bay appropriation not drawn from the Treasury is one thousand dollars; this sum added to the balance that will be in the hands of the agent on 31st December, 1835, will diminish by five thousand dollars the estimated sum for dredging the Sodus channel in the year 1836, which estimate is sent herewith, amounting to $17,600; leaving a balance of $12,600 requisite to be appropriated for clearing out obstructions at the entrance of Big Sodus bay in the year 1836.

Of the beacon light at Sodus bay.—A structure of stone, of the same form, dimensions and foundation as the beacon at Genessee river, has been commenced at the extremity of the west pier of Sodus in Lake Ontario, and is three-fourths finished. For the same purpose of cementing and settling, as of that at Genessee river, this beacon will also remain open until the spring—the temporary light continuing to answer its present purpose.

The balance of this beacon l ight appropriation, now on hand, will cover the expenses of its completion.

Respectfully submitted.

J. G. SWIFT.

Estimate of funds requisite to remove the obstructions from between the piers at Big Sodus bay for the year 1836.

For the employment of Mr. Holmes and his machinery in cutting out and delivering into United States gondolas 400,000 cubic feet of pan, at 3 cents - - -		$12,000 00
For 2 gondolas with folding sides, at $650 - - -		1,350 00
For chains and anchors - - - - -		450 00
For labor in gondolas and boats - - - -		1,080 00
For superintendence and contingencies - - -		2,720 00
		17,600 00
Balance in the Treasury - - -	$1,000 00	
Balance in the Agent's hands on the the 31st Dec. 1835 - - - - -	4,000 00	
		5,000 00
Wanting to be appropriated for the year 1836 -		$12,600 00

J. G. SWIFT.

G.

NEWPORT, R. I. *December* 27, 1834.

Brig. Gen. GRATIOT,
Col. Commd't. U. S. Eng'rs, Washington.

Sir:—The "Special Board of Engineers," convened by your order of the 19th ult. to take into consideration the subject of improving the Hudson river, and of devising a plan to overcome the obstructions to the navigation between Waterford and a point below Albany, to be designated by Capt. Talcott, and directed by said order to review two projects which had been suggested: one by a canal, and the other by deepening the bed of the river, and to give its opinion as to their relative merit and practicability, accompanied by estimates of cost, present the following

REPORT:

Section 1.—The information touching this subject furnished the Board, exclusive of such as had been collected in personal examinations of the river, during the autumn of the present year, by Capt. A. Talcott, a member of the Board, is comprised in

1st.—A report of a Joint Committee of the Legislature of New York, dated March 12th 1818, which includes a report of Mr. Thomas Moore, Engineer, of February 25th 1818, and a report of Mr. Posiah Beckwith, of July 16th, 1817.

2d.—A letter of Commissioners for improving the navigation of the Hud-

son river below Albany, to the Governor of the State, dated March 31st, 1818.

3d.—A Report of the Commissioners appointed to report a plan for improving the navigation of the Hudson river, communicated by the Governor, to the Senate and Assembly of the State, on the 1st of March, 1820—with which report are connected a report and estimate of Mr. Henry Butler, of February 21st, 1820—a report of Mr. E. C. Genet, on a ship canal, accompanied by schedules, from A to H inclusive; schedule E being an estimate of cost; and a map by Mr. Randal, on a large scale, and much in detail, of the river from below New Baltimore to Troy.

4th.—A report and estimate, without date, of Mr. Dewitt Clinton, U. S. Civil Engineer, to Lt. Colonel John J. Abert, Topographical Engineer, communicated by the Secretary of War to Congress, on the 30th March, 1832; there being connected with this report a map, on a large scale, of the survey made by Mr. Clinton from below New Baltimore to Waterford.

Section 2.—As to the number and nature of the obstructions, and as to tides, currents, &c. it appears from the above sources of information:

Section 3.—That in 1819, "from the City of Troy to the City of Albany, at the low water mark of last summer, (1819) taken at the ferry at Albany, and upon which the soundings have uniformly been gauged, there are not less than eight shoals over which the depth of water averages from 3 to 4.50 feet."

Section 4.—That from the examination of 1831, (by Mr. Clinton,) to obtain a channel of nine feet deep at low water, and one hundred and fifty feet wide, excavation would be required at thirteen places between Troy and Albany, varying in depth from one to six feet; or in other words, that in thirteen places, the depth of water varied from three to eight feet.

Section 5.—That in 1819, "south of Albany, as far as Castleton, the water in general is shallow, and over five extensive bars varies in its depth from 4.50 feet to 5.60 feet: and that between Castleton and New Baltimore there are more intervals of deep water, and only four bars, over which the water varies from four to seven feet."

Section 6.—That in 1831, it was found the river would require deepening in six places between Albany and Castleton, from 1 to 2.50 feet to obtain nine feet water; and that in no place south of Castleton, was there less depth than nine feet water in the deepest part of the channel.

Section 7.—That it has been ascertained from recent examination, that the shoals and bars are now composed of a mixture of sand, gravel and pebbles, above Albany, and of sand below Albany; and it was stated by Mr. Clinton, that in 1831 all the bars above Albany are gravel, and other heavy soils, while all below Albany are sand, and other lighter deposites.

Section 8.—That the mean flow and full of the tides of the river, when not influenced by freshets, is said by Mr. Genet to be

At Troy, 1 foot; at Albany, 2 feet; at New Baltimore, 3.60 feet.

And from the registers, kept by Mr. Clinton, in 1831, the mean was

At Troy, $13\frac{1}{10}$ inches; at Albany, $25\frac{1}{10}$ inches; at Castleton, $20\frac{6}{10}$ inches; at New Baltimore, 34 inches.

Section 9.—That the only observations on the velocity of the currents were made during the low stage of water; they giving a variable velocity, between Troy and Albany, of from 0.60 feet to 2.00 per second, according to local circumstances; and between New Baltimore and Albany, of from 0.75 to 1.70 feet per second.

Section 10.—And that from New Baltimore to Albany, the distance is about 15 miles, from Albany to Troy about $5\frac{1}{2}$ miles, and from Troy to Waterford 4 miles, making the whole distance within which improvements are called for about $24\frac{1}{2}$ miles.

Section 11.—For more definite and satisfactory information than can be communicated verbally, in relation to the relative positions of the respective shoals, their form and extent; the width and direction of the several parts of the river embarrassed by them; the position, form and magnitude of islands, &c. the Board refer to a map, on a scale of 440 yards to one inch, of the portion of the river lying between New Baltimore and Troy, herewith presented.

Section 12.—The attempts at improving the navigation of the Hudson hitherto made, have been of two kinds; and, as the Board believe, of these, two only, namely, 1st. The erection of a low dyke or "jette" above certain of the shoals designed to confine the channel, in low water.

As to this application, we cannot ascertain that any lasting benefit has resulted therefrom: at any rate, as the resulting benefit, if any, is made a matter of question, it must be trifling, and we know that it is inadequate. 2d. Applying to the shoals the dredging machine, thereby mechanically removing the impediments. This application has certainly afforded temporary advantage; but a very general impression prevails that the improvement is transient, outlasting the period of low water chosen for the application, but scarcely surviving the first flood. The river has, however, in particular places, been greatly benefitted, as it were incidentally, by works not having that exclusive object. The increased depth along the front of the new docks at Albany being a strong instance.

Section 13.—The Board approach the particular investigation of the subjects committed to them with great diffidence.

Considering their want of experience in operations of the nature of those now to be examined, and the newness to them of some of these subjects, even as matters of study; considering, on the one hand, the incalculable benefits to result from a successful solution of the difficulties, and on the other, besides the great immediate loss, the perhaps irremediable mischief that mistaken and erroneous views on their part may involve; though they shall apply their best faculties to an investigation which their duty does not permit them to avoid, they feel bound to ask, as to their results, not confidence, but caution.

Section 14.—We shall first confine ourselves to the subject of canals, as a mode of avoiding the river obstructions below Albany: afterwards examining the means of adapting the bed of the river, from Waterford downward, to the purposes of navigation.

CANALS.

Section 15.—In March, 1820, Gov. Clinton presented to the Legislature of the State of New-York, the report of a Board of Commissioners, consisting of himself, Simeon DeWitt, J. V. N. Yates, M. Van Buren, E. C. Genet, George Tibbets and Townsend McCoun: which report embraced the individual project of Mr. E. C. Genet, one of the commissioners, for a ship canal.

Section 16.—The project of Mr. Genet contemplates a canal 18.70 feet deep below ordinary high water, 35 feet wide at the bottom, 109.8 feet wide at the top, and having a length of $12\frac{3}{4}$ miles. "The course of the canal would be from Greenbush, through the flats and a creek, to the front part of the village of Castleton: thence through meadows and islands to the Shodack creek, as far as Schermerhorn's store: from thence, in an oblique direction, it would reach through an island and a creek, the outlet of Vyvde Hook." The report of Mr. Genet states, that the upper mouth of the canal would be accessible from the Albany docks with 13.30 feet water, at low water mark of summer; and the lower mouth with 13.70 feet at the lowest water; there being, however, on a shoal from 2 to 3 miles below the canal, a depth under the same circumstances of 11.80 feet. The report further states, that the average fall in the ground from Greenbush to the lower outlets does not exceed 1.50 feet: that the high water at Albany, and at Schodack, 12 miles below, are on the same level: that the difference between high and low water marks at Troy is 1 foot, at Albany 2 feet, and at New Baltimore (1 mile below the lower mouth) 3.60 feet: that numerous examinations by borings to the depth of 21 feet, show the matter to be excavated, to consist of "coarse sand and loam, except a distance of 1800 yards, about 900 of which is blue, and the remainder yellow clay:" that the form of the shores of the neighboring creeks, and the difference of levels in the neighboring river, and in the wells in the vicinity, indicate a soil not liable to wash and tenacious of water: that the survey and levelling give the average height of surface along the line of the canal as 1.915 feet below common high tide, leaving 16.785 as the average depth of cutting: that it is proposed to raise an embankment 2 feet above the highest spring freshets along each bank of the canal; the western embankment having sufficient breadth to serve, being gravelled, as a towing path, and to erect a piece of masonry (furnished with a safety gate) of the same height at each end.

Section 17.—Connected with the report, is an estimate of the expense of the canal, drawn up by Mr. John Randal, Jr. Engineer, which places the sum total at $727,715 08: or about $57,000 per mile. It is necessary to observe here, that this estimete relates only to the construction of the canal proper.

The canal has a depth within itself of more than 18 feet; but to obtain access thereto, with this depth, at the lower end, and to carry the same depth to the docks at Albany, in order to profit of the deep cut for purposes of ship navigation as high as that city, would probably require in the river, extensive dredging, and perhaps structures of considerable extent, calculated to maintain the increased depth: operations, somewhat uncertain as to durable results, and expensive in their nature, but to what degree called for, or to what degree expensive, we have not the data to determine.

Section 18.—From the preceding statement drawn from Mr. Genet's report, there appears to be no serious obstacle, in the nature of the country, so far as can be foreseen, to the construction of the canal. In taking 22 cents per cubic yard, however, as the price of excavation, the estimate has not contemplated any obstructions to the work from water; an obstruction not unlikely in such deep cutting; which, in common prudence, ought to be anticipated, and which, if occurring, would considerably enhance the cost of the canal.

Section 19.—There will be, we think, in this, as in every other canal habitually navigated by large steamboats, a heavy item of expense, to be lessened probably by ingenious devices, but which no device can elude; we mean the protection of the banks against the wash of water set in motion by passing steamboats. As an approximate estimate of such a protection, and for the sake of comparison, we have supposed the slopes lined with planks from the bottom to the mean surface of the water, and thence for a further height of 5 feet, with a thin leaning wall. The cost of the lining for this canal, we make amount to $474,600 00; which sum added to Mr. Randal's total of $727,715 08, gives $1,202,365 08.

Section 20.—With this addition to the estimate, and such others as we have above supposed necessary or prudent, without, however, being able to give amounts, the projected ship canal might be completed, and the result would be a fine draught of water from Albany downward.

Section 21.—It is not for the Board to discuss the main question involved in the above project, namely, the advantages of an unobstructed navigation for the larger sea-going vessels from the ocean to the city of Albany. How far the city of Albany might have the disposition or the power to avail herself of such an advantage; how far the extensive regions which communicate with the Hudson would be bettered by a change in the commercial character of that city; or, if any, what amount of national advantage would accrue, the Board have not the means of estimating. They can only say, that if such an improvement of the navigation should be deemed essential to these and other great interests, the improvement may be attained.

Section 22.—The canal project above referred to, is, however, worthy of consideration under another aspect. Giving up the condition of ship navigation, the same route will afford a free passage to river and coastwise craft from Albany downward, at a less depth of excavation, and without dredging, or any constructions exterior to the canal, and consequently at a greatly reduced cost.

Assuming the same state of things, as regards surface of ground, nature of soil, &c. as is assumed in Mr. Genet's project, and also the same route, an average depth of cutting of 8.085 feet will give a draught of ten feet water. In answer to a question by Mr. Dewitt Clinton, as to "the depth of water required by the interest and the amount of trade at extreme low water," Mr. James, of Albany, replied, "A depth of eight feet water is necessary at the lowest tides; depth of eight feet water will be a great relief from the present difficulties, but if it be increased to ten feet, it would directly create a West India and whaling trade and other foreign enterprise, which of course would add to the prosperity of the city, and increase the shipping and revenue of the United States Government:" and Mr. McCoun replied, "Depth at low water should be from eight to ten feet." Using the assumptions before announced, it is found that the cost of a canal 109.80 feet wide at top and ten feet deep, at the price of excavation allowed in Mr. Randal's estimate for excavating the deep canal, namely, twenty-two cents per cubic yard, both banks being lined with planks and stone, and all other allowances being the same, would be $810,878 00.

Section 23.—But both the project of Mr. Genet, and the modification thereof just indicated, suppose the state of high tide for the full depth in one of 18.80 feet, and in the other of ten feet; and it would certainly be less to the disadvantage of the deeper canal than of the shallower, to be restricted to the time of high water for its maximum depth, because of the smaller number of vessels of great than of medium draught.

Section 24.—If it be deemed important to have, without resort to locks about ten feet draught along the canal at all times of tide, then it will b necessary to deepen the above excavation two feet at the upper, and abou three feet at the lower end. An average additional cut of 2.50 feet in deptl will bring the estimate, at the same prices, to $935,340 00. The additio to the above estimate being $124,462 00. The substitution for this addi tional excavation of an adequate number of locks of suitable size would, i is thought, besides retarding the circulating trade, involve a considerably greater expenditure.

Section 25.—In order the better to institute comparisons as to expense the surface breadth of 109.80 feet, adopted in Mr. Genet's project, has no as yet been departed from; that breadth being calculated for passage of tw ships of six hundred tons, or two sloops loaded with boards. On presenting the question as to "the width of the channel necessary to be opened at th several bars to give the trade sufficient security," Mr. Clinton was answered by Mr. James, "a width of one hundred and fifty feet is necessary;" and by Mr. McComb, "width of channel from one hundred to three hundred feet." Giving to these replies the value belonging to them, as the testimony of gentlemen deeply interested in the subject, and long familiar with the state of the river and its trade, it would seem that one hundred and fifty feet would be the minimum to allow as a breadth of channel to improve ments at the bars in the river, but a much more restricted width might evidently be admissible at these few and distant points than should be assigned throughout an extended reach.

The extent to which steamboat power is already applied to the trade o the river, and to the conveyance of passengers, the great breadth of the vessels, the agitation they cause in the water, and the space they need to pass each other in safety, seem to demand for the width of the canal at least two hundred feet. Taking, then, two hundred feet for the surface breadth, twelve and a half feet for the average depth of the bottom below high water, in order that there may be at common low tide a depth of ten feet, giving slopes of two to one to the banks, and assuming the same average ground level as before, the cost of excavation will amount, at twenty-two cents per cubic yard, to - - - - $994,216 95
Doubling the cost of land, as estimated by Mr. Randal - 22,928 00
Taking Mr. Randal's estimate for gravelling towing-path, for sewers, filtering dams, safety gates, dredging and steam engine - - - - - - 18,529 60
Lining both sides of canal with planks up to low water level, and facing the banks with stone for a further height of five feet, say - - - - - 350,000 00

1,385,674 55
Add for contingencies, ten per cent. - - - 138,567 45

Total $1,524,242 00

Section 26.—Believing it not improbable, from the great annual increase of the river trade, that it would soon find considerable embarrassment from the width of two hundred feet just assumed, although that width might meet its present exigencies, we have next taken the supposition of a width of three hundred feet, and find, by the same process of estimating, a cost of $2,174,640 00.

Section 27.—The Board cannot be answerable for any inaccuracies in the preceding estimates. Besides being without experience in operations of the nature of these in question, it has not been in their power to make, personally, the necessary examination of the localities, or to collect the multifarious data requisite for an exact statement of prices, and a just valuation of workmanship and materials. The estimates deserve some confidence, however, as *comparative estimates*, and, as such, are considered useful in illustrating the subject before the Board; and, considering them in this light, it is proper to notice here, that there is much less reason to apprehend considerable deficiences in the estimates for the seven feet and the ten feet canals, than in that for the sixteen feet canal; because, as before observed, no operation exterior to these shoaler canals will be called for, and because the bottoms being at less depth, the removal of the earth will be accomplished at a cheaper rate, whether embarrassed by percolating waters or not. It is proper to observe, further, that Mr. Genet's project having been located with reference to a navigation for the larger class of ships, it is not impossible that when seeking for the exact route of a communication of a different nature, as regards the form of the vessel, and draught of water, a cheaper path may be selected.

Section 28.—In order to bring the several preceding estimates into one view, they are here recapitulated:

1. Mr. Genet's project of a canal about 16 feet deep at low water, 109.8 feet wide at top, $12\frac{3}{4}$ miles long: Mr. Randal's estimate being increased by the supposed cost of lining the banks, cost of dredging, and other work exterior to the canal, not included - - - - - - $1,202,365 00
2. A canal about 7 feet deep at low water, and 10 feet at high water, 109 feet wide at top, $12\frac{3}{4}$ miles long, banks lined, no work required exterior to the canal - - $10,878 00
3. A canal about 10 feet deep at low water, 109 feet wide at top, $12\frac{3}{4}$ miles long, banks lined, no work required exterior to the canal - - - - - - - - - 935,340 00
4. A canal about 10 feet deep at low water, 200 feet wide at top, $12\frac{3}{4}$ miles long, banks lined, no work required exterior to the canal - - - - - - - 1,524,242 00
5. A canal about 10 feet deep at low water, 300 feet wide at top, $12\frac{3}{4}$ miles long, banks lined, no work required exterior to the canal - - - - - - - - - 2,174,640 00

Section 29.—Mr. Genet presented, besides the project we have been considering, a scheme and estimate for a "Sloop and Steamboat Canal," of $6\frac{8}{10}$ miles long, about 12 feet deep at low water, and 72.60 feet broad on the surface; having 13 basins, 130 feet long, in which the surface width of the canal would be increased to 112.60 feet.

As this canal turned off from the river at Castleton, leaving below its lower mouth "five bars" to be removed by dredging, and other river work, thereby involving a mixed system of operations, it will not be herein considered.

Section 30.—The Board are of opinion, that the preceding examination of canal projects has shown, with some precision, the relative expense at which communication of this nature, more or less capacious and accommodating, may be effected; and also that, although the absolute expense

is shown only approximately, this approximatien is an interesting and important result.

Of the practicability of either of these projects they have no doubt; and were the subject before the Board confined to the improvement of the Hudson, downward from Albany, the problem would be limited to a comparison of the effect of means directed, in one case, to the making a new channel, and, in the other, to the improvement of the natural one. Should such a comparison show, for example, that the means demanded for an artificial channel, of the required depth, and a certain width, would give to the river an equal depth, with a width much greater, the problem, so far as regards the kind of improvement, would be solved; and, on the other hand, should it appear that uncertainty as to both results and means would attend every step in the labors upon the river, it might be prudent still to consider the problem solved; yielding cheerfully to demands, though great, which cannot disappoint, rather than encounter an alternative surrounded by doubt and hazard. But the problem before the Board is not thus simple.

The canals we have been considering reach no higher than Albany, and the form of the shores above that city has, as we believe, been considered as restricting improvements to the bed of the river. From the materials before the Board, it is, at any rate, necessary to take the supposition, that above Albany the river is, if possible, itself to be improved.

We are, therefore, for this portion of the navigation, necessarily driven to a choice of means of improvement from amongst a class of expedients, which have often disappointed sanguine expectations; it being our duty to find, if we can, one of these which shall hold out the promise of fulfilling all important conditions. And as we may anticipate, from the nature of the obstructions, that any expedient which shall be found applicable above, will not be less so below Albany, it will be proper to take into the investigation the whole range of the embarrassed navigation.

The cost of so much of the river improvement as will be needed below Albany, may then be compared with the cost of the several canals.

IMPROVEMENTS IN THE BED OF THE RIVER.

Section 31.—The survey, by Mr. Randal, of this part of the Hudson, was made in 1819.

In 1826, the new docks of Albany, which considerably contract the section of the river, and change the outline of one of its shores, were erected. By the survey of Mr. Clinton, in 1831, it was proved that a very important change, giving quite sufficient depth, which has been maintained up to the present time, had been wrought in the channel along the face of these docks, by the contracted current, the average depth having been considerably augmented beyond that shown on Mr. Randal's map.

That this effect has not been caused by the tides, may be inferred from their small velocity at that place—viz. 12 inches per second on the surface, or a little more than six inches per second on the bottom, a velocity insufficient to disturb the mixture of sand, gravel and pebbles, whereof the bottom is composed.

The cause must be sought, then, in floods. But here we are greatly in want of facts. Had we the exact slope of the river for a given length, and also the measure of its section in different states of the flood, we might calculate the velocity with some accuracy. But we must make the best use we can of such information as we possess. Mr. Randal states, that in ex-

treme low water the fall from Troy to Bath, (opposite Albany) five and a half miles, is 2 feet. Lt. Col. Talcott has observed that, in a low condition of the river, the dock at Watervliet is at the same height above the water as the dock at Albany; while the waters of a moderate flood, which just reach the top of the Watervliet dock, are two feet below the top of the Albany dock: here is, therefore, a fall of 24 inches in five miles for this flood; or observing the same slope, a fall of 24.6 inches in the five and a half miles from Troy, which, added to that of 24 inches at low water, gives a descent of 50.4 inches in five and a half miles, equal to 9.164 inches per mile. According to the books, the velocity along the bottom at Albany, due to this fall, to the section of the river at this place, and to this state of flood, which rises at Albany about 8 feet above lowest water, giving a mean depth there of 16.14 feet, would be about 42 inches per second, an action that will bear off the coarsest gravel, according to the authorities. Taking now a flood, such as not unfrequently occurs, of 4 feet above the Albany dock, which would amount to a rise of the river above lowest water of 14 feet, and considering the slope the same, the bottom velocity at Albany would be 51 inches per second, requiring a mixture of pebbles to protect even the coarsest gravel. This estimate, probably near the truth, of the force of the current in freshets, fully accounts for the improvement of the channel since the construction of these docks. The present most contracted section of the river along the Albany docks, at lowest water, is about 800 feet in width, by an average depth of 8.14 feet, the greatest depth being 12½ feet.

Section 32. Supposing the bottom to be every where of similar materials, it is an inference, scarcely admitting a doubt, that, could the channel, being kept nearly straight, be every where made of the same width, the slope of the river being also the same, there would be wrought out, by the wearing of the current in floods, a similar depth of channel throughout all the parts of the river thus contracted. But as the slope might vary in different parts of the river, though the bottom might be the same, then wherever the slope were more gentle, the channel would need greater contraction, and where steeper, less contraction, to cause a like corroding action, And the slope remaining the same, the nature of the bottom might vary, requiring greater or less contraction to produce a velocity answering to the resistance of the bottom. Again, both the slope and the nature of the bottom may, as regards different portions of the river, be variable, which is the most probable supposition. And finally, the degree of action upon the bottom, whatever may be its nature, or whatever the slope, may be made to depend on the height of waters kept within the restricted limits.

Section 33. Admitting that the principles just suggested are applicable to the improvement of the river, it is evident that the data they involve are matters to be obtained by observation; and we will add, that it is of the first importance, if these principles are to be so applied, that the observations be made with great care and accuracy. As to surveys and soundings of the river, the map of Mr. Randal and Mr. Clinton are perhaps sufficient; but several slopes of the river, at several different elevations of the growing flood, the measure of these elevations, the nature of the bottom to some distance below their surfaces at all the bars, are yet to be obtained, and are deemed indispensable to a correct and safe application of these principles.

Section 34. Certain expedients hitherto applied in this range of the Hudson, although similar in kind, have not, so far as we can ascertain, been so situated or so formed as in any degree to invalidate, by their want

of success, the truth of the above principles. At or near certain shoal places, dikes have been constructed, tending to keep the channel between narrow limits at a low state of the river; but being raised little, if at all, above the level of low water, they confine the river at a low state only; and as it is questionable whether the slightest benefit has resulted, there is a good reason to conclude that, in that reduced state of the waters, there is not sufficient velocity to act upon the bottom.

Section 35. The ideas we have adopted are, that if the river be confined between banks of such height, and at such a distance from each other, that the velocity of the water therein, when the banks are full, shall have the intensity of action called for by the nature of the bottom, then the channel will be deepened; and if the proportion of height and breadth called for by the nature of the bottom, be every where duly observed, then the depth will be uniform. It is the flood, then, on which we rely; but not on *all* the flood, for several reasons: 1st, because certain localities may require a lateral restriction, such that if all the flood were kept in, the corrosion of the bottom would be too great, endangering the structures, and bearing into the lower portions of the river an unnecessary and perhaps hurtful amount of matter: 2d, because it is desirable that the ice which accompanies the crest of the flood should pass over the dikes without injury to them: and, 3d, because by allowing the height of the flood, when the waters are most turbid, to pass freely over into the numerous lateral channels and basins, a great amount of deposite will be made therein, which would otherwise be transferred into the lower river.

Section 36.—We do not mean, by any expression implying the confinement of the river within narrower than the natural limits, that we consider it actually necessary to construct these artificial bounds in all cases where the natural bed may be wide.

It may happen that the course of the channel of the river is such as to leave much dead water over a large proportion of the bed, although its own abrading action along its tract is considerable. Nor do we mean that, in more common cases, the dikes must be strictly continuous; numerous breaks may undoubtedly be left with impunity, and even advantage.

Section 37.—We now proceed, by way of illustration, to apply these ideas to the particular case of the Overslaugh bar.

The distance from Beacon island to Papscanee island is about 1200 feet, and the average depth, at low water, about six feet.

If a dike be raised to the height of seven feet three inches above lowest water, upon the eastern shore of Beacon island, and be continued to Bogert's island, keeping every where at the same distance (of 1200 feet) from Papscanee island, the passages behind Westerloo's, Bogert's and Papscanee islands being closed, then on the occurrence of a flood equal in elevation to the top of the dike, the waters passing the Overslaugh bar must have a mean velocity of thirty-six inches per second, and a mean depth of 14.2 feet, to discharge the waters which rush by the Albany docks.

The deepening process must begin when the waters shall have risen to within 1.40 feet of the top of the dike, because at that altitude the bottom velocity will be about eighteen inches per second; more than adequate to transport the sand composing the bar. As the flood shall continue to swell from this height to the top of the dike, the velocity along the bottom will rapidly increase, (and also its corroding action) until it amounts to about thirty inches per second, corresponding with the mean velocity of

thirty-six inches: this last bottom velocity of thirty inches being sufficient to transport the coarsest gravel. But when a practical application comes to be made of these ideas, the above proportions of heights and breadths, calculated on the somewhat vague information before us, may require considerable modification.

For example, the substance of the bar may be uniformly very fine sand to a considerable depth, or, after penetrating a little, it may be found to be quite coarse, or mixed with gravel or pebbles; either of these conditions would require a departure, one way or the other, from the above propositions.

Section 38.—It is not impossible that after the structures at either of the sandy bars shall have accurately and fully accomplished their first object—namely, have opened a wide and deep channel, they may call for modification, to enable them to fulfil the further object, no less necessary, of keeping the channel free.

Certain of the obstructions appear to be made up of pebbles mixed with sand and gravel; portions of which materials may be transported in the operation of breaking up these latter bars, as far as the sites of the bars of sand: and as at these, the velocity first resorted to was only sufficient to move sandy matter, they will be there deposited; building up, unless prevented by this modification, bars of gravel, in the places of the original bars of sand.

Section 39.—Modification may also be demanded by errors in the application.

So many circumstances come in play, variously aiding, neutralizing, or counteracting each other, that it is not in human calculation to appreciate them with exactness.

For instance, wherever the form of the river requires that the dike should lie in or near the bottom of a curve, it will be found in most, if not all cases, that the most rapid current will be on that side of the river, and that there will be, in fact, an accumulation of water along the dike, above the general transverse level; but in determining the amount of this accumulation, or to what degree the current will be accelerated thereby, there is, within certain limits, a probability of error; and if an error be committed, the dike may need a reduction of its altitude, to prevent its being undermined; or an augmentation, to afford the requisite velocity. The Albany dock well illustrates the principle of the greater velocity being on the concave side of the river; the average depth lies about the middle of the river, while all the shoaler water is on the east side, and all the deeper on the dock side; the deepest being quite near the dock.

Section 40.—We have, in considering the effect of floods, thus far spoken of them as the sole agent whereby the deepening of the channel was to be effected, and as our reliance to that end.

Strictly speaking, however, they constitute our sole reliance only as the agents whereby an improved channel is to be maintained in good condition. And as they need, to qualify them for this office, the same powers that would be needed, were they relied on to excavate the channel also, we have hitherto considered them as fulfilling both offices. Having shown that the floods may, through the means of artificial works, be so directed and controlled in their action, as to give every where the necessary depth of water, and, as a necessary consequence, maintain a sufficient depth during their continuance, we come now to consider a very important point, namely,

whether it will be prudent to allow the floods to make these extensive excavations, throwing the matter they remove into the lower parts of the river; and if not, what will be the best mode and probable expense, of making them by other means. As to another point, also important, viz. whether a low condition of the waters will be likely to effect injuriously the deepened channels, which may as well be noticed here, once for all, we have to observe, that, considering the velocity of the water will be much too small to move a bottom which has been regulated by much greater velocity of a flood, and that the waters are but slightly turbid at that season, no change of consequence need be apprehended.

Section 41. Mr. Randal estimated the quantity to be removed, in order to obtain a channel 660 feet wide, and nine feet deep at the lowest water, from State street, in Troy, to Vyvde hook, below Coryman's overslaugh, at 8,221,676 cubic yards; although this quantity is several times greater than that which it will actually be requsite to remove, as will be shown in the sequel, we will, notwithstanding, endeavor to trace its probable effect upon the river.

Section 42. A part of the heavier and grosser portions of matter would undoubtedly be dropped in certain hollows which are considerably below the common bed of the river; and a proportion of the finer particles would flow over with the water into the lateral channels, and be deposited in the stiller places; but, allowing that the whole quantity will be transported below the range of the artificial works, we find it stated by Mr. Genet, "that from New Baltimore to Hudson," a distance, we believe, of about twenty miles, "following the east channel, the depth of water averages seventeen feet, except at one place, one mile below New Baltimore, where at the lowest water, the depth is only 11.80 feet." We also find by the last sheet of Mr. Randal's map, that the average depth at lowest water, for one mile below New Baltimore, is about fifteen feet; or more accurately, that the average depth, between the lines of nine feet water, is 15.45 feet; which will leave a depth of 6.45 feet to be filled up of the bottom, without in the least incommoding the navigation. This depth into the average width, gives more than 1,000,000 cubic yards to a mile; so that a length of eight miles would afford room for all the deposite, even were the average depth fifteen feet only, instead of seventeen feet; and the average width no greater than that of the small and narrow portion of the river taken near New Baltimore.

Section 43. It is not to be supposed, however, that this matter will all be deposited within this distance. The more probable operation will, in general terms, be this: on reaching a point where the velocity is diminished in a slight degree, the heaviest and largest of the materials only will find it insufficient for their further transport, and those only will be deposited: another diminution of velocity will leave behind the matter standing next in the descending scale, as to magnitude and weight; and so on, until at last the waters bear up fine particles alone.

Section 44. In a channel nearly direct, uniformly enlarging in section, and lessening in velocity, the operation would be nearly as just described. But in all rivers there are disturbing causes of this regularity; and amongst these, are chiefly worthy of notice, the branching off of the channel around islands, and sudden enlargement of the bed; both taking off, to be dropped in the more quiet places, much of the lighter matter mixed with the water. We may presume, that the transported matter, instead of composing a stratum of several feet in thickness, just below the termination of the artificial works, will be spread, in a thin layer, over many miles in length.

Section 45. Mr. Genet mentions a shoal about one mile below New Baltimore of 11.80 feet water in the channel, which we find exhibited on Mr. Randal's map.

Mr. Clinton's survey, made twelve years after Mr. Randal's, shows a shoal in the same position, though considerably deepened and changed in form. We do not think it probable that this shoal, or any other in the channel, will be increased by the transported matters. Shoals are formed, not simply because the waters are turbid, but because they are both turbid and slow; and there is no reason to believe that the current along this part of the river will be diminished. Should it nevertheless occur, that particles too heavy for the current, at the shoal, were conveyed thus far, it would be easy to contract the channel to the degree necessary to cause their removal.

Section 46. But it is of the first importance to mention here, that in calculating the quantity used above, Mr. Randal took an extreme low water, a level 3.30 feet below the average low water recorded in his tables, and then supposed the excavation to be carried nine feet below this level; in other words, 12.30 feet below his registered average low water. This is taking an extravagantly low level, as will be seen by using it in Mr. Genet's canal. That canal, designed for ships, would, in this condition of the water, have but 11.80 feet draught at its lowest mouth, while it would have upwards of fifteen feet at the average low water. A more reasonable supposition, and one that, it is believed, would perfectly answer all the requirements of the trade, is to consider the river as requiring ten feet depth at common low water. This well accords with the several canal projects, and will agree, very nearly, with the proposal of Mr. Clinton, to give nine feet at very low tides. Now, taking this as the depth, and using Mr. Clinton's calculations of the quantity to be dredged, it is found that to obtain a channel of 660 feet wide, (the width given by Mr. Randal) will call for the removal of about 2,000,000 cubic yards, or less than one-fourth of the before stated quantity of 8,221,674 cubic yards. This quantity would, on the supposition before made, (Sec. 42) if deposited in a bed of 6.45 feet deep, extend less than two miles below New Baltimore; if spread along the bed for eight miles, would raise it but 1.60 feet; and if diffused uniformly over the bottom as far as Hudson, would cause an elevation thereof about six inches.

Section 47.—If now, the better to compare this operation with the canal projects, we take a breadth of 300 feet for the channel, again using Mr. Clinton's calculations, the quantity to be removed would be less than 1,000,000 cubic yards; calling it 1,000,000, it would barely fill the basin in front of New Baltimore 6.45 feet high; would raise the bed 10 inches for a length of 8 miles, or about 3 inches for a length of 20 miles.

Section 48.—It would appear, from the above statement, that the quantity of 2,000,000 cubic yards might be left to the disposal of the floods, with the probability that no harm would result therefrom, to the lower portion of the river; and, of course, the probability would be the greater, with the lesser quantity of 1,000,000 cubic yards.

Section 49.—But it may, after all, be the part of prudence, in a matter of such consequence, to guard against even improbable contingencies: to secure from possible danger a portion of the river which nature has left in a condition admirably adapted to the purposes of trade; and in order to this, to resort for the excavation of the channel, in part, if not wholly, to the dredging machine; leaving to floods, restrained by dykes, only the preservation of the requisite depths.

Section 50.—With the observation, that in the progress of operations it may be advisable to experiment upon the first mode of excavation, carefully watching effects, and in certain situations to apply both, we proceed to a more particular description of the works we would recommend for the improvement of the river navigation; reserving for the estimates a statement of the expense of dredging.

Section 51.—As to the river from Waterford, to the sloop lock, just above Troy, the Board recommend the improvements suggested by Mr. De Witt Clinton: See our estimate and his Report.

Section 52.—Beginning at the foot of the sloop lock, we recommend, in order to prevent the water which falls over the dam from washing gravel into the channel, a low dike, to extend from the "slide" to the head of Hay island. The dike will be 2,230 feet long.

Section 53.—A dike, 3,900 feet long, extending from the upper part of Port Schuyler docks, to the head of Breakers island, is proposed, in order to the removal of Washington and Van Buren bars.

Section 54.—A dam from the west shore, to Cuyler's island, 260 feet long, and another to Patroon's island. 120 feet long, together with the protection of the shores of these and Breakers and Hillhouse's islands, on the channel side, will, it is thought, be sufficient to open the channel to Base island.

Section 55.—The old dike, from the head of Base island, to the east shore, to be raised: the face of this island protected, and a dike of 2,350 feet in length extended downward from the lower part of Patroon's island, with a view to the removal of the "Fish-house shoal," and to the turning the current upon the eastern shore: and, as auxiliary to the same effect, building a dam, 700 feet long, from the west shore, to Patroon's lower island, and securing the face of said island.

Section 56.—Supposing the passage behind Waterloo's island already closed, a dam of 200 feet in length is proposed to connect this island with Small island, and a dike of 1,700 feet in length to run out in front of Small island, turning the mass of water eastward.

Section 57.—The removal of the extensive shoal which includes the "Upper overslaugh," and "Overslaugh bar," may be accomplished, it is thought, by the following works on the west side of the channel: viz. a dam 300 feet long behind Bogert's island; protecting works along the faces of Bogert's and Beacon islands; a dike of 3,600 feet in length from Bogert's to Beacon island; a dike above Bogert's island, 1,400 feet long, and one below Beacon island 2,900 feet long, aided by the following works on the east side, namely: a dike 1,400 feet long running downward past the mouth of Papscanee creek; works of security along the face of Papscanee island, and cutting off 700 feet from the outer end of Van Wie's pier.

Section 58.—"Austin's Rock" may possibly require removal.

Section 59.—As Van Wie's point will turn the current against Papscanee island, the shore of the latter, for some distance above and below the mouth of Cooper's kill, will require protection.

Section 60.—That the channel may have a suitable direction below Papscanee island, a dike, 3,200 feet long, should be extended downward from near the lower end of the island, and to prevent any portion of the flood passing behind this island, Papscanee creek will require a dam of 130 feet in length.

Section 61.—Together with a dam 450 feet in length, from Smith's island to the main, a dike, 850 feet long, from this island to Cow island, and protecting works along the faces of these islands, it is proposed to run a dike from the west shore, above Vlaaman's kill, in a direction proper to bend the current towards the Castleton docks. This dike will be 3,400 feet long and will require that 700 feet be taken off Winnie's pier.

Section 62.—It is proposed to throw a dike, 1,600 feet long, across the upper mouth of Schodack creek, to protect the shore above it for some distance, and below it, along the face of Schodack island, to the entrance to "Hell Gate;" and to unite Shad island with the west shore, by a dam 250 feet in length.

Section 63.—That the Hell Gate passage, to the village of Schodack, may be kept open, and at the same time to turn the current from that passage, a dike, 2,200 feet long has been drawn from Schodack island, in such a direction as to throw the mass of waters outside of the head of Mull's-platt island.

Section 64.—A dam of 200 feet in length being thrown from Mull's-platt island, to lower Schodack island; a dike, 1,300 feet long, from Mull's-platt island to Mull's island; two short dikes, making together 600 feet in length, across openings in this last island; a dike. 3,600 feet long from Mull's island to P. Ten Eyck's island, and a dike 700 feet long from the latter to Houghtaling's island; the protection of the faces of Mull's-platt island, Mull's island and P. Ten Eyck's island, with suitable works, will complete the structures deemed necessary.

Section 65.—All the structures above enumerated have been drawn conspicuously on the map herewith, in order to show the application to the case before us, of the means on which alone, as the Board think, reliance can be placed for maintaining a good depth of water.

It will be seen on consulting the map, that with works of no great length, as regards the length of river, the great body of water may be confined to comparatively narrow limits, and be made to follow a given track; and it is evident that the depth of water coursing between these limits, in times of floods, and consequently the abrading force of the current upon the bottom, can be regulated by the height given to the dams, the dikes, and the works protecting the shores.

Section 66.—It was before stated, (Sec. 33,) that accurate observation as to the height of floods, their slope, velocity, &c. and as to the nature of the bottom, is indispensable, not only to a correct determination of the proportion of flood which it will be proper to keep within the restricted limits, but also to the adjustment of the several breadths of the channel. Until such observations shall have been made, neither the exact forms, lengths, or heights of these structures can be determined: nor, indeed, until the effect on the flood of removing masses of ice shall have been carefully noted, and much information collected on this last point, can the number and situation of these works be regarded as fully settled.

Section 67.—It is necessary, however, to make suppositions of some sort, as to all these matters, in order to obtain our estimates.

The suppositions, as to situation and extent of the works, are shown on the map; and we have taken for their altitudes, 9 feet above lowest water for those between Troy and Albany; 8 feet for those between Albany and Van Wie's point; and 7 feet for those below this point. All the dams and dikes being calculated at 12 feet in breadth at bottom.

Section 68.—In our state of uncertainty as to the extent of which ic may endanger the structures, we have included in our estimate, the num ber of "ice-breakers" recommended by Mr. Clinton; and have suppose them to be triangular pieces, having their upper surface so inclined that th ice must pass over them and be broken as it falls.

Section 69.—We have also taken into our estimates, *at his prices*, th number of monuments and beacon lights supposed by Mr. Clinton to b necessary in aid of the navigation of the river.

Section 70.—Cost of a section of dike or dam, 30 feet long, 12 fee broad at bottom, 10 feet at top, and 13 feet high.

5	Piles at $2,00 each,	$10 00
750	feet of square timber at 10 cents	75 00
11	ties at 90 cts.	9 90
	Treenails and bolts,	7 80
300	feet of 3 inch planks at $36 per M,	10 80
	Spikes,	4 00
	Fascines under pier,	22 50
100	yards of stone for filling at 60 cts.	60 00
55	yards gravel and sand do. at 20 cts.	11 00
390	yds. feet of face workmanship at 8 cts.	31 20
	Contingencies, 10 per cent on $242 20,	24 22
		$266 42

1 yard will cost $26 64; 1 running foot will cost $8 88; 1 cubic foo will cost 62 cents

For a pier, 14 feet high, one running foot will cost $9 62½
do do do do $8 13½

Section 71.—Cost of an ice-breaker, consisting of an equilateral triangu lar pier, 22 feet side, having a slope on top of 8 feet, its greatest heigh 12 above low water, and standing in an average depth of water of 10 fee

1,552	feet of timber at 10 cents,	$155 20
66	ties at 70 cents,	46 20
	Iron bolts and treenails,	66 00
	Fascines, 44 feet at 75 cents,	33 00
1,376	feet face-workmanship at 8 cents,	110 08
80	yds. of stone filling a $1 00,	80 00
16	yds. of gravel at 20 cents,	3 20
209	feet of 4 inch plank at $48 per M,	10 04
	Spikes,	3 00
	Contingencies, 10 per cent on $506 72	50 67
		$557 39

Estimate (A) of the cost of all proposed works, from Waterford to New Baltimore: including the dredging a channel 660 feet wide, from Troy to New-Baltimore.

Section 72.—From Waterford to Troy:

To 2,230	running feet of pier at $8 88,	$21,802 4
3	monuments and lights at $125 00	375 0

44,095 cub. yds. of dredging between Waterford and the foot of Albany street in Troy at 13½ cents, - -	$5,952 32
Contingencies, 10 per cent. - - - -	2,812 97
Total, Waterford to Troy	$30,942 69

Section 73.—From Troy to lower part of Albany:

To 8,055 running feet of dikes and dams a $9 62½,	$77,529 37½
Protecting islands 13,200 running feet at $2 00, - -	26,400 00
3 monuments and lights at $125 00, - - -	375 00
4 ice-breakers at $557 39, - - - -	2,229 56
997,687 cub. yds. dredging at 13½ cents, - -	134,687 74
Contingencies, 10 per cent. - - - -	24,122 16½
Total, Troy to Albany	$265,343 84

Section 74.—From lower part of Albany, to New Baltimore:

To 13,150 running feet of piers and dams, at $8 88	$116,594 40
16,850 do. do. at $8 13½	137,074 75
Protecting shores, 39,390 running feet, at $2 00,	78,780 00
6 monuments and lights, at $125 00,	750 00
8 ice breakers, at $557 39,	4,459 12
Cutting off Van Wie's and Winnie's piers, 1,400 feet,	2,800 00
1,002,313 cubic yards of dredging, at 13½ cents,	135,312 25
Contingencies, 10 per cent.	47,577 05
Total, Albany to New Baltimore,	$533,347 57

Section 75.—Recapitulation.

Waterford to Troy, - - - - -	$ 30,942 69
Troy to Albany, - - - - -	265,343 84
Albany to New Baltimore, - - - -	523,347 57
Grand Total,	$819,634 10

Estimate (B,) of the cost of all proposed works, from Waterford to New Baltimore, including the dredging a channel, 300 feet wide, from Troy to New Baltimore.

Section 76.—From Waterford to Troy, same as estimate A, $30,942 69.

Section 77.—From Troy to the lower part of Albany:

To dikes and dams, projecting shores, monuments and lights, and ice breakers, same as estimate A, -	$ 106.553 93½
481,732 cubic yards of dredging at 13½ cents, -	65,033 82½
Contingencies, 10 per cent. - - -	17,156 77
Total, Troy to Albany,	$188,724 53

Section 78.—Albany to New Baltimore:

To dikes and dams, protecting shores, monuments and lights, and ice-breakers, &c. same as estimate A,	$340,458 27

518,268 cubic yards of dredging, at 13½ cents - -	$ 69,966 18
Contingencies, 10 per cent. - - - -	41,042 44
Total, Albany to New Baltimore,	$451,466 89

Section 79.—Recapitulation.

From Waterford to Troy, - - - -	$ 30,942 69
Troy to Albany, - - - -	188,724 53
Albany to New Baltimore, - - -	451,466 89
Grand total,	$671,134 11

Estimate (C,) of the cost of all proposed works from Waterford to New Baltimore, excluding all dredging below Troy.

Section 80.—From Waterford to Troy, same as estimate A, - - - -	$30,942 69
Section 81.—From Troy to lower part of Albany:	
To dikes and dams, protecting shores, monuments and lights, and ice-breakers, &c. same as estimate A,	106,533 93½
Contingencies, 10 per cent. - - - -	10,653 39½
Total, Troy to Albany,	$117,187 33
Section 82.—Albany to New Baltimore:	
To dikes and dams, protecting shores, monuments and lights, and ice-breakers, &c. same as estimate A,	$340,458 27
Contingencies, 10 per cent. - - - -	34,045 82
Total, Albany to New Baltimore,	$374,504 09

Section 83.—Recapitulation.

From Waterford to Troy, - - - -	$ 30,942 69
Troy to Albany, - - - -	117,187 33
Albany to New Baltimore, - - -	374,504 09
Grand total,	$522,634 11

Section 84.—The cost of dredging a channel 660 feet wide from Troy to New Baltimore, at 13½ cents per cubic yard, and allowing 10 per cent. for contingencies, is according to the above estimate (A,) $279,000; and the cost of dredging a channel 300 feet wide for the same distance, at the same price, and with the same rate of contingent allowance, is, according to the preceding estimate, (B,) $148,500 00.

Section 85.—As full nine feet water can now be carried up the river, as high as Van Wie's point, (according to Mr. Clinton's map,) it is thought advisable to present a separate estimate of the expense of improving the river, above that point, exclusive of dredging below Troy.

Estimate (D,) of the cost of all the proposed works from Waterford to Van Wie's point, exclusive of dredging below Troy.

Section 86.—From Waterford to Troy, same as estimate A,	$ 30,942 69
Section 87.—From Troy to Albany, same as estimate C,	$117,187 33
Section 88.—From Albany to Van Wie's point:	
To 11,630 running feet of dikes and dams, at $8 88	$103,274 40
Protecting shores, 14,930 running feet, at $2 00	29,860 00
Six monuments and lights, at $125 00	750 00
Four ice breakers, at $557 39	2,229 56
Cutting off Van Wie's pier, 700 feet, at $2 00	1,400 00
Contingencies, 10 per cent.	13,751 39
Total, from Albany to Van Wie's point,	$151,265 35
Section 89.—Recapitulation.	
From Waterford to Troy,	$ 30,942 69
Troy to Albany,	117,187 33
Albany to Van Wie's point,	151,265 35
Grand total,	$299,395 37

Section 90.—In order to bring all the preceding estimates for the improvement of the river, into one view, we here present

A GENERAL RECAPITULATION.

Estimate (A,) improvement of the river from Waterford to New Baltimore, including a dredged channel below Troy, of 660 feet in width,	$819,634 10
Estimate (B,) improvement of the river from Waterford to New Baltimore, including a dredged channel below Troy, of 300 feet in width,	671,134 11
Estimate (C,) improvement of the river from Waterford to New Baltimore, not including any dredging below Troy,	522,634 11
Estimate (D,) improvement of the river from Waterford to Van Wie's point, not including any dredging below Troy,	299,395 37

Section 91.—With a view now to compare the expense of the canal projects, as before estimated (Sec. 28,) with the probable expense of improving the bed of the river, it will be unnecessary to take more than the cost of the river improvements below Albany; because the projected canals would reach no higher than that city.

It appears from estimate (A,) that with a channel dredged to the width of 660 feet, and 10 feet deep, the cost of the river improvement below Albany, would be $523,348 00; and this sum is found to be (Sec. 28.) $679,017 00 less than the estimate for a ship canal, 109 feet wide: $287,430 00 less than a canal 109 feet wide, and 7 feet deep: $411,992 00 less than a canal 109 feet wide, and 10 feet deep: $1,000,894 00 less than a canal 200 feet

wide, and 10 feet deep; and $1,651,292 00 less than a canal 300 feet wide, and 10 feet deep.

Section 92.—Renewing the expression of doubt as to their ability fully to master the important subject committed to them, the Board, in conclusion, recommend that the attempt to improve the navigation of the Hudson be confined to the bed of the river; and that the system of works should be of the kind suggested in the preceding remarks: being applied under the direction of a competent person; and being liable to such modification, as careful observation, during the process of operations, shall show to be necessary or expedient.

All which is respectfully submitted.

JOS. G. TOTTEN,
Lt. Col. Eng'r, Brevet Col.
S. THAYER, *Brevet Lt. Col.*
A. TALCOTT, *Capt. Eng'r.*

H.

Report on the improvements and repairs of the harbors of Chester Marcus Hook, New Castle, and Port Penn, on the Delaware River.

PHILADELPHIA, *October*, 1835.

These harbors were constructed by the States of Pennsylvania and Delaware previous to the year 1789, for the purpose of rendering the navigation of the Delaware "easy and safe," and as a protection to vessels against the floating ice in the winter season. They were ceded to the United States in 1789 and 1827. The preservation and repair of these harbors are required by the tenor of the acts of Pennsylvania and Delaware ceding them to the United States, and the necessity for places of security for vessels navigating the river and bay in the winter season.

An appropriation was made by Congress in 1829 for the repair of these harbors, about which time it was thought advisable to connect the detached piers, then forming the several harbors, by wharf-work connecting the outer piers with the main land; and thus forming a basin enclosed on three sides two of which were perpendicular to the thread of the current, intending to remove the accumulation of mud from within these basins by a steam dredging machine.

In 1830 an appropriation was made for the purchase and putting in operation this dredging apparatus. In 1831, an additional appropriation was made for continuing this operation, as also in 1832 and 1833.

In the spring of 1833 the superintendence of these harbors was confided to the undersigned; at which period the steam dredging machine was in operation at Marcus Hook, excavating the earth from within the enclosed harbor formed at that place. On the 30th of September of that year, I showed in my annual report, that 47,686 cubic yards of earth had been removed up to that date, and 15,369 yards during the year ending that day, affording a "safe and secure" anchorage for about twenty vessels at Marcus Hook; and that some progress had been made in repairing one of the piers of this harbor, using stone for all that part above low water.

It was stated in the report for that year, that to persevere upon the plan heretofore pursued (of enclosed basins, and removing the deposite annually

th dredging apparatus,) is not deemed either advantageous towards fecting the desired object, nor, when accomplished, answering a permanent good.

The estimates for the ensuing year were based upon a new system of eration, and the only one calculated, in my opinion, to attain the object view; as also upon the plan, then in operation, of continuing the dredging apparatus within the enclosed harbors.

In January, 1834, a memoir was prepared and forwarded to the Engineer epartment, assigning the reasons for recommending an abandonment of e dredging system, and the construction of new piers in advance of the d ones, at each of the harbors, except Chester, as the only means of aking a place of safety on the Delaware for vessels in the winter season; id stating that no harbor then existed to protect vessels against the ice, xcept at Chester, nor could not until new piers were constructed. The ppropriation for the year 1834 was not made until July, and was the inimum sum stated in the estimate.

The Engineer Department, being satisfied that the plan of dredging was eless, authorized its abandonment, and that the funds available should be plied towards the construction of such work as formed part of the system commended by me. In furtherance of this plan, the work for the season as confined to opening the sluice-ways at Marcus Hook, between the piers, prevent an eddy and further deposite within the harbor, and to the repairs the southeastern pier, the lower side of which had given way below the ater level. To effect this, a new pier was sunk immediately below and ong side of the defective one, the intermediate space filled with large asses of stone, and from the low water mark building up the whole pier ith blocks of stone, bolted together with copper.

In the annual estimates for the succeeding year, 1835, (dated 30th September, 1834,) it is stated, this estimate is for the construction of a new pier Marcus Hook; any attempt to clear out the old harbors by dredging achines being worse than useless, as, from the formation of this (Marcus ook) and the other harbors, the deposite from the river waters must very on fill them again; and that my views in relation to these harbors were pressed fully in the memoir for the previous year, and had undergone no hange, but rather strengthened by the observations of the year; and rther, that no harbors can exist (except at Chester) to guard the commerce the Delaware against ice, until new piers are constructed; and that I d caused the dredging machine, that I found in operation on being signed to this duty, to be laid up, and its use abandoned; and further, at the limited means appropriated for the year had been applied to repairg the outer pier at Marcus Hook with stone masonry from low water ark up,—as a part of the system necessary in the formation of a harbor by e construction of new piers, and that two of these piers were necessary at arcus Hook and Newcastle. Whether Port Penn was susceptible of a like nstruction, remained to be ascertained after seeing the surveys ordered r that purpose.

The estimates for the year, as before observed, were based upon the nstruction of new piers, and gave as the maximum the sum necessary for rfecting the harbor of Marcus Hook on this system; the minimum being construct one pier only, leaving the second for a succeeding year.

In August, 1834, a report was made to the Engineer Department, called r by an order of the 21st of that month, which stated, "that, unless the

appropriations are made with a view of reconstructing these harbors by building new piers, I cannot recommend the partial and limited appropriations, with which I can accomplish very little to the advantage of the public interest."

The appropriation for the year 1835, was made available in April, and proved to be less than half of the sum necessary to construct *one pier*.

Since the last annual statement, the plan has been persevered in of applying these limited means to repairing the outer piers of these harbors with stone from the low water mark up, and cutting away the impediments to a free passage of the tides through the harbor.

At Marcus Hook, the southeastern pier has been repaired on this plan, and the two sluice-ways between the outer piers have been removed, the effect of which has been not only to prevent any further deposite, but has caused, by the action of the tides, the removal of much of the mud from within this harbor, lying above the level of the bottom of the openings made between the piers, serving as a preservation of the harbor more against future injury, than any good that the commerce of the Delaware can derive from it in its present state.

The limited appropriation of the year could not be applied at Marcus Hook, in effecting any useful object whatever. The only manner in which it could be applied was at New Castle, in carrying into effect so much of the plan recommended as it would accomplish in the removal of the obstructions to the free passage of the current through this harbor, and between the piers, and repairing the northeastern pier with large stone, from low water up.

In furtherance of this application of the available means, a sluice-way has been partially opened, the northeastern pier cut down to low water mark, a foundation prepared thereon for laying the masses of stone for its reconstruction, and stone purchased for raising the work four feet high, after accomplishing which the funds will be so nearly absorbed as to render any further progress impracticable.

In submitting estimates for continuing the improvements of these harbors, I have based them upon the plan recommended, from the first moment of addressing you in relation to them, the propriety of pursuing which is strengthened and confirmed in my estimation by every year's observation, as the only means of gaining and securing a "safe and easy" navigation of the Delaware, as required by the acts of Delaware and Pennsylvania, ceding these harbors. I have accompanied the annual estimates with a general plan of the harbor of New Castle, exhibiting its condition, the works proposed for its improvement, with a detailed plan of the projected works, and another of the works now under construction.

In conclusion, I must again recall to your recollection that there is no harbor for the protection of vessels navigating the Delaware in the winter, except at Chester; and that I cannot make any of the harbors safe at such seasons with the small sums heretofore appropriated, and again observe, that it is better not to appropriate these small sums at all, as with them the object in view cannot be attained. All of which is respectfully submited.

RICHARD DELAFIELD,
Capt. of Engineers.

To Brig. General CHARLES GRATIOT, *Chief Engineer.*

A MAP OF
OCRACOCK INLET
As compiled by Lieut Dutton with alterations
as determined in 1835 by A.J Swift
Lieut of Engrs
References upon the numbers of feet below the level of low water
The tide rises 5 ft at Low Water Point 7 ft at Beach Bank and 7 ft
the Wreck in One.
SWASH
BEACON ISLAND
SHELL CASTLE
SHOAL
OCRACOCK
PORTSMOUTH
DRY SHOAL PT

1.

PORTSMOUTH, OCRACOCK INLET,
September 30, 1835.

General C. GRATIOT,
Chief Engineer, Washington:

SIR: The navigation at Ocracock inlet, on the state of which, as connected with the operations for its improvement, I am about to report, is probably more remarkable than that of any inlet in the United States. Being the outlet for all the waters of North Carolina, excepting the Cape Fear and its tributaries, this inlet partakes of the character of the mouth of a river: and connecting the vast waters of the Albemarle, Croatan, Roanoke, and Pamlico sounds, with the ocean, its character is also that of straits connecting two seas. The distance between the points of the inlet is less than two miles, and immediately on passing these points the land diverges at a very great angle. The ebb tide from within, pressing with force through this narrow pass, on debouching into the ocean, forms by its deposite what is called the bar; and, in like manner, the flood tide from the ocean, forcing its way through the inlet, forms by its deposite a large body of shoal within. From causes easily seen, the tides have excavated small channels through these shoals, all of which, however, have obstructions in them. To avoid confusion, it is necessary to understand that all the obstructions in these different channels have names. The obstruction at the head of Wallace's channel, is called the Flounder slue.

Several years since, when the inlet was first examined with a view to the improvement of its navigation, the passage by the Flounder slue and Wallace's channel, was selected as the one on which, for many reasons, it was best to operate; and this selection, all the officers who have since had charge of the works here, have approved. It was recommended by the engineer that the Flounder slue, at that time the only obstruction to the passage by Wallace's channel, should be excavated to a certain depth by dredging boats; and this recommendation being approved of by Congress, appropriations were made for carrying it into effect. When the operations were commenced, but five and a half feet water could be carried through the slue. At the beginning of this year, as shown by drawing No. 2, a passage existed 120 feet wide and seven and a half feet deep, at low water, in the shoalest part. It had for a year previous become the principal channel for vessels from Pamlico bay and Neuse rivers. During the present year, as shown by dawing No. 3, the passage, with the same average width, has been increased in depth to eight and a half feet at low water on the shoalest part. Since the date of the last report, by one boat, 31,683 cubic yards have been excavated and removed to a distance of 750 yards: of these, 26,443 cubic yards have been excavated and removed since the 22d of April, the date on which the work commenced this year. By referring to the last year's report of the superintending engineer, it will be seen that at that time, a new obstruction had been formed, threatning to render useless all that had been done on the Flounder slue. The mouth of Wallace's channel, that is the point where this channel debouches into the deep water of the inlet, had become much shoaler. But little change has taken place in the depth of water at this mouth since the date of Lieutenant Dutton's report, as vessels drawing eight feet still pass out at high water. The question then presented to me

on my arrival here was, whether by any means commensurate with the end, this mouth might be permanently improved. To obtain data for the solution of this question, a minute survey of the lower part of the channel was made.

Drawings Nos. 4 and 5 exhibit the results of this survey. From these it will be seen, that to the east and north of Dry Shoal point, (the southern point of the inlet,) lies a body of shoal called the Shark shoal, extending to the eastward as far as Amity shoal, and to the northward about 850 yards. The flood tide passing over this shoal, between Amity shoal and Dry Shoal point, has a tendency to extend the shoal to the northward; but the main ebb tide of the inlet, passing around the northwest point of Amity shoal, counteracts this tendency. After passing over the Shark shoal, the flood tide, to supply the southern part of the inlet, inclining towards the south, excavates Beacon Island slue. At its mouth this slue is quite broad; but from the gradual diminution of the volume of water, caused by its flowing off laterally, this slue gradually contracts, until at length, opposite Ayres rock, it heads. The ebb tide in Wallace's channel, which is the current governing the formation of the lower part of this channel, after passing by Ayres rock, runs close to the southern shore, excavating as far as the southern point of the inlet a deep channel, and leaving between it and Beacon island slue and the roads, a strip of shoal varying in width. After passing the southern point of the inlet, Wallace's channel spreads its waters in every direction upon the Shark shoal and ceases to exist.

The present mouth of the channel is nothing more than a slight deepening across the strip of shoal spoken of, caused by the water reflected from the southern shore during the prevalence of certain winds. Generally, both the flood and ebb tides run across this mouth.

To turn the course of the ebb tide in Wallace's channel, by means of a jettee over the strip of shoal separating this channel from Beacon island slue and the roads, is the course which I propose in order to form a good mouth. The positions which present themselves for the location of this jettee, are three. At the present mouth, at a point designated on the drawing, and at Ayres rock. At Ayres rock the jettee should dam up the channel, and turn the current into Beacon island slue. Of the three positions, I prefer the second. A jettee there would, besides other great advantages, be less expensive and more permanent, than one in the first position; and the objections to the last position are, that from the deep water there, a jettee would be very expensive, and that while being constructed, it would prevent the passage of vessels through Wallace's channel.

A jettee, such as those constructed at Fort Macon, in a bottom exactly like the bottom here, and when the causes operating against their permanency were very similar to those we may expect at this place, would be sufficient, and perhaps preferable to any other. I have shown on the drawing the form and dimensions of the jettee sufficient, in my opinion, to form in a short time, a mouth much better than the present one, and ere long, I think, the deep water to the south of the jettee would rent itself through this mouth, when the depth would certainly be increased to 18 or 20 feet.

There is one fact in the history of this navigation, which has so important a bearing on the question, as to what would be the effect of the proposed jettee, that I will mention it here.

About the year 1818, the mouth of Wallace's channel was in a worse condition than at present. At that time a shoal, dry at high water, was

formed on the Shark shoal, a short distance to the eastward of the projected jettee. Immediately after the formation of this shoal, the ebb tide of the channel excavated a mouth with a depth of fifteen feet water, occupying, with respect to the shoal, the same relative position it is supposed the mouth of the channel will have with respect to the jettee proposed. The deep water near the shore, took the direction it is supposed it will in this case, and in every respect, the changes made were such as it is supposed will be caused by the proposed jettee.

This shoal lasted eight or ten years, and while it lasted, the mouth of the channel was from twelve to fifteen feet deep. At length, not being protected, it was washed away; and from that period, the mouth of the channel began to deteriorate. This shoal, with the mouth of the channel, will be found in Colonel Abert's map, made in 1821.

When the channel between the jettee and the southern shore, shall have become shoaler, the jettee may *then*, at a little expense, be continued to the southern shore. As a consequence of this continuation, there is but little doubt, (so rapidly in this navigation do shoals form when there are causes for their formation,) that within one year after the completion of the jettee, a dry shoal, which will be a continuation of the Dry Shoal point, will be formed to the northern end of the jettee. It is to be expected that in a few years, that part of the jettee above the sand will be destroyed by worms; but the part in the sand, which will be imperishable, will protect the shoal from being washed away by the ebb tide. and by a little attention and expense, the shoal might be prevented from being washed away by any cause. The obstructions in the mouths of the channels at this inlet, as respects the causes of their formation, may be classed under three heads. 1st. Where a channel debouches upon a shoal, the force of the current being lost by the sudden expansion, of course the depth can be no longer maintained. 2d. Where the force of one tide being sufficient to keep open a good mouth, the direction of the other tide is directly across this mouth, so that while one tide excavates, the other fills up: and, finally, when the obstructions are caused by the meeting of the two currents, forming an eddy across the mouth of one channel. It will be seen, by an inspection of the drawing, that none of these causes operate upon the position of the proposed mouth. It debouches into deep water; the two tides run in the direction of what will be the channel; there is no cross current; it is retired within the inlet, and therefore comparatively safe from the disturbing action of storms; and I must add that, judging from authentic accounts of the navigation for the last forty years, I do not see that any changes may be expected, which will operate against the permanency of this mouth. Considering all these circumstances, I think there are just grounds for supposing that, from the course proposed, the continuation of the Dry Shoal point will lie in such a position that the mouth of Wallace's channel would be permanent, and good for eighteen or twenty feet water.

Statistical accounts, showing the importance of a passage here to the interests of North Carolina, have been so often presented to the Department, that it would be superfluous in me to repeat them.

To return now to Flounder slue. At Shell Castle, the flowing waters, before spread over a large space, become concentrated; and above this point, the flood tide becomes the current governing the form of the channel.

After passing obliquely across the mouth of the Flounder slue, this current, by expansion, gradually loses its force, and its deposite forms the body

of shoal at the head of Wallace's channel. From the history of the Flounder slue, from a comparison of its state at the end of last year, as presented by the drawing of Lieutenant Dutton, and its state at the commencement of this year, and from examinations made during the year, I am inclined to the opinion that the flood, passing across the lower mouth, has a tendency to close it up. Owing, however, to the distance of this point from the jaws of the inlet, the deposite is made so slowly, that a small annual expense, viz. sufficient to keep in operation a dredging boat six weeks in the year, would be sufficient to keep this slue open. I include this item in the estimate for next year, supposing it most prudent to suspend the operations for carrying the whole slue to the depth first contemplated, till the effect of the jettee on the mouth of Wallace's channel be observed.

My time has been so exclusively taken up in examinations of the southern passage, that I have not been able to make any examinations of Teach's hole, or Blair's channel. A passage by either of these channels would be more convenient for the northern counties than the southern passage. My impression is, that they might be improved, but were either of them put in competition with the southern passage, I would give a decided preference to the latter.

Estimate of amount required for the year 1836, *for the purpose of improving the navigation at Ocracock inlet, North Carolina.*

26,100 running feet of pine logs, at four cents per foot -	$1,044 00
182 tons of brush, at $4 50 per ton, say - - -	820 00
4,900 days labor, at sixty-five cents per day - - -	3,185 00
900 lbs. spikes and nails, at twelve and a half cents per pound	112 50
For carpentry and lumber - - - - -	100 00
Three overseers, for four months, at $140 per month - -	560 00
Cost of employing dredging boat one and a half months -	1,600 00
For securing and taking care of the dredging boat for the remainder of the year, at $40 per month - - -	420 00
For clerk and office rent for five months, at $35 - -	175 00
	$8,016 50
Unforeseen and casualties, ten per cent. on estimated cost -	801 50
	$8,818 00

Respectfully submitted to the Chief Engineer.

ALEX. J. SWIFT,
2d Lieut. of Engineers.

K.

Extract from a report made by Lieutenant Jos. K. F. Mansfield and Lieutenant John H. Winder, to the Chief Engineer, dated 15th October, 1835.

CAPE FEAR RIVER.

* * * * We have inspected the operations and improvements of the Cape Fear river, and find it generally admitted that the navigation has been materially improved, as must inevitably be the case to a still greater

degree, if the jettees are kept up, and the plan persevered in. On the west side of the river, the jettees above Town creek have been completed, and generally in good order. On the east side of the river, the jettee at Reedy point is complete and in order. The one next below was constructed, but having been destroyed by the current, is not yet rebuilt. The three other jettees contemplated by the plan have not been commenced. A dike or obstruction made by the State of North Carolina, closing the passage between Campbell's island and the main at the west bank of the river, is breached to a considerable extent, creating thereby a broad and deep channel way through it. And the dredge-boat and mud-flats are in a condition that will require repair before fit for service. Having examined into the plan for the improvement of the river, and the end to be accomplished, and the nature of the bed and banks of the river. we respectfully recommend a continued prosecution of the original plan, in the following order and to the following extent: 1st. To close up the channel way created by the breach in the dike between Campbell's island and the west bank of the river, and continue the operation of dredging, and the preservation of the jettees already constructed. 2d. To reconstruct the jettee next below Reedy point, in about the same place, but change the position and direction of it to avoid, if practicable, the rock below the bed of the river, which obstructs the driving of piles. 3d. Should it then be found necessary, to construct the remaining jettees as laid down on the plan. And that the public property of every description hereunto appertaining be advantageously and economically applied to its execution.

* * * * * *

All of which is respectfully submitted.

JOS. K. F. MANSFIELD,
Lieut. Corps Engineers.

JOHN H. WINDER,
Lieut. 1st Reg't Artillery, on Engineer Duty.

L.

Annual Report of work done for the improvement of the navigation of the Ohio, Missouri and Mississippi rivers, and for the removal of the great raft from the bed of Red river during the year ending the 30th of September, 1835.

The summer of 1834 was so far advanced when the appropriation for continuing the improvement of the navigation of the Ohio, Missouri and Mississippi rivers was made, that it was impracticable to make the necessary repairs on the steam snag boats, and get them out of the Ohio river, until a rise of the water in that river in the month of November. On the 3d of November the Archimedes began her operations at the mouth of the Ohio, and worked up the Mississippi. On the 19th of the same month, the Heliopolis commenced work at the same place, and worked down the Mississippi. By reference to the monthly reports of the masters of those boats, on file at the Department, it will be seen that 787 snags were removed from the bed of the Mississippi, and 2,488 trees were felled from its caving banks, between the 3d of November, 1834, and the 10th of March 1835, at which time the

Heliopolis was laid up at St. Louis, Missouri, for safe keeping and repairs, the water being too high for her to remove snags.

The Archimedes closed her operations in the Mississippi on the 11th of January, 1835, and proceeded up the Red river to assist in the removal of the great raft from its bed. where she remained until the 25th of May last, when she was taken to Louisville, Ky. to which place it was necessary for her to go to receive repairs, which has been done. That boat has been at work in the Mississippi river, between the mouth of the Ohio and the Little Prairie, since the 21st of September, and has removed 103 snags up to the 30th of that month. The Heliopolis commenced operations at the mouth of the Missouri river on the 29th of August last, and worked down to the mouth of the Ohio. From that place she ran down one hundred miles to the Little Prairie, where she again commenced work, and has proceeded down to island No. 36. In the distance she has worked (260 miles) from the 29th of August to the 30th of September, she has removed 372 snags, and felled from the banks 101 trees that were on the edge of the banks, and must have fallen into the river in a few days.

The whole number of snags removed from the Mississippi river in the year ending the 30th of September, 1835, has been 1,462, and 2,599 trees felled from the banks. Nearly all the snags that have been removed during the last year, were from the annual accumulation, occasioned by the falling in banks, changes of channels, and trees rising from the bottom that have been confined by various causes. The greatest portion of those snags were produced by the cavings of the banks, which must continue to be the case until the timber is cleared from them. Extensive experiments have been made on felling the timber from the caving banks.

The result has proved eminently serviceable to the improvement of the navigation, and the preservation of the banks of the river.

I have been particular in examining the effect, and find that, in nearly all the bends where the timber has been effectually cleared from the shores, that the banks have ceased to fall in. The earth crumbles from the top of the bank after the timber is off, and deposites itself underneath, by which the bank becomes graded to an angle of from 30 to 45 degrees. A further proof of the effect of clearing the banks, is seen from Natchez to the Gulf of Mexico, where the lands have been many years in cultivation, and they do not wash away or cave in. Many persons object to felling the timber on the banks of the river, on account of the stumps falling in and forming dangerous obstructions.

If this is the case, it has escaped my observation. I have instructed the captains of the snag boats to examine into that particular subject, and they have informed me that no such thing does exist within their knowledge.

Under all those considerations, I beg leave to recommend, that the felling of timber from the caving banks of the Mississippi be again resumed, and carried to as great an extent as practicable.

The Department may expect that all the accumulation of snags of the last year, and all others in the river that can be operated upon in the stage of water that may continue throughout the fall and winter, will be removed by the two snag boats before thy are laid up for high water. They are in good repair, both in their hull and machinery.

The Heliopolis, however, will not be able to work more than one year after the present without a new hull. She is now in her seventh year's service, and must be rebuilt after the eighth year, or run a great risk of loosing the engine and machinery.

The improvement to the navigation of the Mississippi river is evidently very great, and but little now remains to be done, except the removal of the snags that are formed by the caving in banks. The sand &c. washing from logs that have been confined by it, float at the top, the root being heavier than the water, remains at the bottom, and holds the tree stationary, and forms a snag. The changing of the channel also uncovers snags, and forms dangerous obstructions. From those several causes, the number of snags annually deposited in the river will average about 1,500. There are about 300 thrown out of the Missouri river by the ice, which has been frozen around them during the winter, and carries the snag off when the winter breaks up. Those are principally found between the mouths of the Missouri and Ohio rivers.

The losses by snags during the last year have been trifling. On inquiry at the principal insurance office at Louisville, I find that the number of flat bottomed boats that applied for and have been insured for the last six years, has decreased as ten is to one. And the premiums on the small number of flat boats are for the last year 75 per cent. lower than they were six years ago. The flat boat is the only craft that a correct estimate can be drawn from, relative to the effect on insurance. The dangers to the steamboats navigating the Ohio and Mississippi rivers, arising from obstructions in the channel, is not more than one-sixth of the whole risk, nor has a greater proportion of the losses for the last five years been occasioned by striking snags. At least five-sixths of the loss has been from boats running foul of each other, running on shore at night, or in fogs, by hurricanes, fire, breaking engines, bursting boilers, and striking logs afloat on the surface of the water drifting down with the current. Notwithstanding, the premiums now charged on merchandise shipped in good boats is not more than one-half of what it was nine years ago.

From the 1st of October to the 13th of November, 1834, the work on the dam at the head of Cumberland island was proceeded with. The channel at that place has been good during the low water of last summer, and will not be shoal at any time hereafter, unless the dam should give way, which now appears to be permanent and secure. No apprehension is entertained of its failure; still it may be necessary to add some rock to it next summer. The other dams in the Ohio river have all answered the purpose for which they were constructed, except that at Three Mile island, near the mouth of Green river, which has never yet been completed, but will be finished in a few weeks hence.

On my return from the great raft in Red river, 10th of June last, it was necessary to repair the boats that had been engaged in its removal, and by which they had been materially wrecked.

The steam snag boat Archimedes, required many new planks on her bottom, her wheel houses and upper works all new, a large portion of her decks also required shifting, and recaulking on bottom and decks; the Java and Souvenir required sheathing both on their bottoms and decks; new wheel houses, with extensive repairs on their engines. The great demand for every description of mechanics required for building steamboats and engines, made it difficult to get the repairs done, and consumed much more time than would have been necessary in former years. Those three boats have been repaired.

The snag boat Archimedes has been at work since the 16th inst. The other two will proceed to work in the Ohio, below the falls, so soon as

crews can be engaged for them. Labor is in such demand, that men cannot be had to man those boats without some delay.

In relation to the improvement of the navigation of the Arkansas river, nothing can be done before April 1836, towards building the iron boat authorized by Congress at their last session, owing to the scarcity of iron of the kind required to build such a boat.

My preparations are all made for the removal of the remainder of the great raft in Red river, except the rebuilding of one of the small steamboats, which will not be finished before the 20th of November.

The Souvenir and Java will proceed to the raft about the 15th of November, and the other boat, which is rebuilding, will be taken there as soon as she is ready to run. For a report of what has been done in removing the great raft in Red river, I beg leave to refer to my letter to the Department, dated the 1st of July last.

I have the honor to be, sir,
Very respectfully,
Your ob't servant,
H. M. SHREVE, *Sup. &c.*

Brig. Gen. C. GRATIOT,
Chief Engineer, Washington.

LOUISVILLE, KY. *July* 1, 1835

Gen. C. GRATIOT, *Ch. Eng. Washington.*

SIR: I closed my operation on the Ohio river on the thirteenth of November last. On the following day, I proceeded to Red river with the United States steamboats Java, Souvenir, Pearl, three keel boats, three machine boats, and three hundred men, officers, mechanics, &c. On the 1st of December, I passed the rapids of Red river with much difficulty, after a detention of five days, having to unload all my stores, tools, &c. and haul the boats over the reefs of rocks that stretch across the river at that place. On the 10th of the same month, I reached the mouth of the Coshada chute, about forty miles below Loggy bayou, where the foot of the raft was located on the 11th of April, 1833. From the mouth of this stream upwards, the Red river becomes narrow, its channel being contracted to a width of two hundred feet, where I found a large number of trees growing under the banks of the river, near to, and many of them in, the water, standing in an inclined position, projecting their tops near the middle of the river, and consequently presenting a formidable obstruction to the navigation of the river, and at the same time forming a very great impediment to timber that floats down the river, and was liable to produce a renewal of the raft. Finding this to be the inevitable consequence, if the timber was left standing, I determined to clear the river from the mouth of that stream (Coshada chute) during the low water. Accordingly, I commenced operations at that place on the 10th of December, 1834, from which place I have cleared all the banks and islands of the timber that stood in or near the water at its low stage, as far up as the raft had been removed in 1833. That work, together with the removal of the snags and remnants of raft not removed in 1833, owing to the high stage of the water that then prevailed, occupied the whole force up to the 20th of January, 1835. I then proceeded with the clearing of the river from the raft and standing timber,

as I progressed with the work. On the 14th March, I had executed the work as far up as the first point marked on the rough sketch of the river for a cut off, furnished with my report of work done in 1833. On examining the bend and neck of land at the narrowest point, I found the distance around the bend to be about eight miles, and the cut to require an excavation of 261 yards in length, 8 yards wide, and 3 yards deep, except through a low, flat bottom on the lower side of the neck of land, which was covered with a growth of timber 30 yards wide. Through that bottom the excavation was 100 feet wide, 9 deep, being 5 feet below the lower level of the water, and 8 feet 8 inches below the upper level, at the time the excavation was made, the water then on the lower level about 4 feet above low water mark. The excavation was finished by the steam snag boat Archimedes and her crew, with the assistance of fifteen extra hands, on the 2d of April. Cubic yards excavated, 8,544. In that condition the water was let into the canal on the 13th of May. On the 16th, three keel boats passed up through the canal, and on the 26th the steamboats Souvenir and Java passed through without difficulty. The cut was then upwards of 200 feet wide and 30 feet deep, being the whole and entire channel of the river. Immediately above the cut, in the bend, I secured the drifting timber in such manner as to prevent it drifting down the stream. The whole raft in the bend was then removed from its original position, and stowed in the lower end of the bend, except a portion that was used to fill up the mouth of the Sand Beach bayou, which runs out of that bend about two and a half miles above the cut off. Two and a half miles above Sand Beach bayou is the mouth of Anderson's bayou, which runs across from the Bayou Pierre, four hundred yards, and falls into the bend with rapid current. At the time the work was executed, nearly all the water flowed down the river passed through Anderson's bayou from Bayou Pierre, leaving the balance of the bend, from the junction of Anderson's bayou and the Red river, up to its junction with Bayou Pierre, without a current, a distance of seven miles, (three miles below the upper end of the canal, and four miles above the canal). The effect produced by the opening of the canal was to create a rapid current, say four and a half miles an hour, from the Bayou Pierre down the old bed of the river, and a current of about two and a half miles per hour up the old bed of the river, from the mouth of Anderson's bayou to the canal,—(the distance each way is nearly equal). The length of the Red river has been shortened eight miles by the same operation. The bend has been filled with timber about four and a half miles, and is yet capable of taking in the raft for at least eight miles higher up than where it is now cleared. On the 19th March, the steamer Souvenir passed through Anderson's bayou to Bayou Pierre, thence into the old river above the mouth of Bayou Pierre, and commenced operations on the first raft above Coate's bluff, being that entire section of the raft around which Lieut. Sewall excavated a canal some years since. That boat, with a crew of officers, mechanics, and laborers, to the number of thirty, effectually removed the whole raft in fifteen days, at an expense of about five hundred and twenty dollars. On the 13th of April, the work was all finished as high up as Soda bayou, fifteen miles above the canal. Through this bayou the boats pass that transport goods, produce, &c. to and from the country above the raft. It is only navigable for keel boats at the highest stage of water. The distance from its junction with the river, through Soda lake and Black bayou into the river above the raft, is estimated at forty-eight

miles. About two-thirds of the water of Red river flows down through those bayous and lakes, being forced out of the river at the head of the raft by the back water formed by the masses of timber crowded into the channel. The remaining portion of water passes down the old bed of the river through the raft, from its head twelve miles down to the Willow chute, a bayou through which at least one half of the water that runs down to it escapes from the old bed of the river, and does not return to it again until it passes the raft and falls in at the mouth of Loggy bayou. Seven miles lower down, Williams's and Benware's bayous run out of the river, and carry off all the water from the old bed of the river, leaving twelve miles, from Benware's bayou to the mouth of Soda bayou, without current.

There was not a sufficient circulation to maintain the color of the water in the river, which was as clear as lake water. In this distance of 12 miles, the raft was found to be much heavier than any part of that removed below. Since the timber had been drifted into this part of the river, and forced its waters through the passes on either side of the river, as above described, a deposit of mud had accumulated to such an extent as to cover a large portion of the timber, on which the willow and cotton wood had sprung up and taken root on the logs of which the raft was composed. Many trees were found growing in that manner as large as 18 inches in diameter.

To remove this description of raft required much more labor than any before met with. The greatest delay, however, was for want of current in the river to float the raft off after it had been loosened from its bed. To remedy that great evil, I was compelled throw works across the mouths of Benware's and Williams's bayous and the Willow chute. Those passes were so far stopped as to create a current through the river below them sufficient to move the timber down after it was loosened from the raft. The current thus created will increase as the raft below is removed, and the action of the water removes the deposit of mud from the bed of the river. The raft was all removed within 3 miles of Benware's bayou, having employed my whole force from the 13th April to the 25th of May to stop the bayous above alluded to, and to remove nine miles of the raft.

There yet remains to be removed 23 miles of the raft, from the point where the work was stopped on the 25th of May, to its head. A large portion of which will not be more difficult to remove than what has been cleared away below Soda bayou. But the bayous that carry the water off from the river, on either side, must be stopped in such manner as to force the water back into the old bed of the river, and create a current to drift the timber off as it is loosened from the raft.

To estimate correctly the expense of removing the remainder of the raft is extremely difficult. The work to be done, to complete the improvement, is of such a nature that its cost cannot well be calculated. The bayous to be stopped may require great labor, or it may be done for a small amount of labor. Much will depend on the stage of water in the river. If it should be low water when the work is done, it may be effected for less than one-half the sum it will cost at a medium or high stage of water. The location of the work compels the executors of it to run all those hazards. Its great distance from any section of our country where labor can be procured, makes it necessary to transport laborers from the Ohio river, and they cannot be prevailed on to go to that climate to labor earlier than October, nor

later than May. Consequently there is no advantage to be taken of the low water in the summer. The balance of the appropriations remaining on hand, and in the Treasury, will go far towards the completion of the work. I would, however, recommend a further appropriation of $20,000, as early in the next session of Congress as it can be obtained. If it should not be required, it will not be expended; but if it should be required, and not be available, the consequence will be delay and additional expense of probably half that sum. There can be no doubt now but the work can be completed in the course of the next winter and spring, if the necessary funds are furnished in time to allow me to continue through the whole season, or so much of it as may be required to finish the improvement, which may be done in ninety days, or it may require six months, as circumstances may occur for or against its speedy execution.

If the last season had been a favorable one, there is no doubt but the whole work would have been completed by the 25th of May last, and for the same expenditure that has been made. But as it turned out, the water did not rise in the Red river until in May, consequently the progress of the work for the removal of the raft was delayed. for want of sufficient water in the river, from the 1st of January (the time it usually rises) to the 10th of May.

I beg leave to recommend to the Department, the necessity of clearing the low bottoms in the river, of all the timber that grows in them; as the action of the water on the banks, and particularly those of the latest formation, is now washing them, so that they are caving in throughout almost the whole extent of the raft region. If the timber is left standing, the navigation of the river will be constantly interrupted by its forming snags and raft in its bed. To fell the timber, and cut the tops and trunks of the trees short, will probably cost about $100 per mile. The whole distance necessary to execute that work will not exceed one hundred miles.

Permit me also to recommend an improvement at the rapids of Red river, near Alexandria. The obstructions to its navigation at that place consist of two reefs of rock stretching across the river. The lower reef extends up and down the stream about two hundred feet: the other, about one and a half miles higher up the river, has an extent up and down the stream of about seven hundred feet. The improvement can be made by excavating the rock at each of those reefs to a sufficient width and depth to afford any given depth of water that may be required, as no injury can be produced to the navigation above, by drawing off the water by the excavation required, because the river above the rapids has a depth of from 6 to 10 feet at extreme low water, for a distance of 50 miles: consequently the upper level will not be drawn off to any perceivable extent at that distance above the cut. The excavation can be effected at a low stage of water by the use of the common mattock and shovel. The rock is a soft sand stone, which may be dug up and removed without blasting, and with but little more labor than is required to remove a firm clay bank. I am not sufficiently acquainted with the particular extent and depth necessary to be excavated, to estimate the probable expense of the improvement, but I know it to be one of great importance to that section of the State of Louisiana and the Territory of Arkansas that lie on Red river.

I have the honor to be, sir,

Very respectfully, your obedient servant.

HENRY M. SHREVE,

Superintendent.

M.

MEMPHIS, *January* 31, 1835.

To General CHAS. GRATIOT, *Chief Engineer:*

SIR: Since my last report in November, the operations for improving the navigation of the Mississippi have been prosecuted vigorously. The snag boat Archimedes left the mouth of the Ohio, November 3, 1834, and proceeded to St. Louis, removing such snags in her progress as were visible at that stage of water. On the 11th of the same month, she commenced her descent, and continued to remove those obstacles which presented themselves in the navigation. Having reached the mouth of Red river, January 11, 1835, the Archimedes ascended that river to join in the removal of the great raft. The Mississippi had risen considerably higher than it had been during the summer before the Archimedes commenced work, and had covered many of the most dangerous snags, which had been exposed to view at lowest water, rendering it impossible to accomplish their removal.

This work is now the most important that remains to be effected, as it is such snags only as are a few feet below the surface of the water at a medium stage, that are to be dreaded by boats. At high water, there are few, if any, dangerous snags in the river. The only period of the year when they are visible is at extreme low water, which occurs usually in August, September, and October. The Archimides removed, during the season, from the bed of the Mississippi, three hundred and seventeen snags, and cut from the banks eleven hundred and sixteen trees. The same boat, on her way up the Red river, removed one hundred and eighty-nine snags, and cut twelve trees.

She commenced operations at Tiger island, one of the most dangerous points on the river, and removed every obstacle at that place. After commencing on the raft, it was impossible to keep a journal of the logs and snags removed. The Heliopolis entered the Mississippi and commenced work, November 19th. This boat has undergone thorough repairs during the last summer, and is now in excellent order, and under the able management of her present captain, is producing the most satisfactory results. I visited this boat on her way down the river, to witness her performance. The Department is already in possession of the most unquestionable proofs of the efficiency of this machine, drawn from its hitherto successful operations; but I cannot here omit an opportunity of rendering the merited tribute of praise to its excellence, and to the ingenuity of its inventor. No machine can surpass it in its adaptation to the work in the execution of which it is now engaged. The machine is simple in its construction, and easy in its application, while in power it has been found adequate to overcome promptly every obstacle it has yet encountered. Through the agency of this machine, the largest snags and logs are extracted with ease, many of which, without its intervention, could never have been removed. The value of such an auxiliary, in the annual improvement of the Mississippi, is commensurate with the importance of the work, and cannot be properly estimated, except by comparing its performance with the tardy and expensive mode of removing snags and logs before its invention. Those places, from New Orleans to the mouth of the Ohio river, which at low water are

most dangerous from snags, are, My Wife's island, (one hundred and thirty miles above Natchez); islands 97 and 96; Stack island reach; island 94, cut off at mouth of Red river; islands 83, 78; point 35 miles above Chicott; Arkansas bend; White river bend; islands 65, 63, 62; bend between Helena and mouth of St. Francis; Cow Island chute; island 37; Plum point; Canadian reach; Riddle's point, and bend below mouth of the Ohio. Of the snags at those places, some have escaped being removed, from having been covered with water when the boats passed them: others were in such situation that they could not be approached, and some have been formed by the recent falling in of the banks. One summer, such as the last has been, will enable the boats to remove all he snags in the low water channel. This most desirable work will receive the earliest attention of the superintendent; and, should the season be favorable, will be accomplished during the summer.

I have the honor to be, sir.
Very respectfully, your ob't serv't,
A. H. BOWMAN,
Lt. of Engineers.

MEMPHIS, *July* 31, 1835.

To General C. GRATIOT, *Chief Engineer.*

SIR:—Since my inspection in January, the Heliopolis has been constantly engaged in removing snags and logs on the Mississippi, having since that time descended twice from the mouth of the Ohio to Natchez, and returning reached St. Louis, March 10th, where she was laid up for repairs. During the greater part of the winter and spring the water has been too high for the boats to operate advantageously, except in seme chutes which were too shallow, at lowest water, to admit them. Netwithstanding these disadvantages, the Heliopolis removed, during the season of her operations, six hundred and eighty-six snags, and cut, from the falling in banks, thirteen hundred and eighty-one trees. Adding to these numbers these removed by the Archimedes, we have one thousand and three snags, and two thousand four hundred and twenty-four trees, as the result of their united labors. The advantages resulting from the removal of so great a number of dangerous obstacles, in one season, is every where manifest; especially between the mouth of the Ohio and St. Louis. Where the banks were cleared in 1832, the river is entirely free from snags, except at such points as the banks have fallen in beyond the clearing; and as this has occurred in comparatively few instances, the good effects of the work then executed are still felt. In my last report, I had the honor to state my belief, that clearing the timber from the caving banks was the only effectual mode of preventing the accumulation of snags in the Mississippi. I am confirmed in this opinion by the observations made during my last inspection. I beg leave again respectfully to present this subject to the consideration of the Department. Objections have been raised to the prosecution of this mode of improvement, which, upon examination, will be found to possess little weight. It is objected that the stumps of trees which have been cut become dangerous snags, where the banks on which they stand have fallen

in. The futility of such an objection will be readily admitted by all who are well acquainted with the nature of the falling in banks of the Mississippi; for to them it is well known that the deepest water is generally immediately along side of the caving banks, and as the stumps are cut low, it is improbable that they should extend so near the surface of the water as to become sources of danger to boats; though instances, I believe, have occurred, of injury from projecting logs which had been cut off even with the surface, but, by the subsequent wearing away of the earth, became exposed.

Another objection has been founded, upon the destruction of wood incident to this mode of improvement. The trees are generally cotton wood and sycamore, neither of which are esteemed of much value; and from the inexhaustible quantities of fuel on the banks of the Mississippi better suited to the purpose of generating steam, it must be long ere much importance can be attached to timber of this description. Such are the reasons urged against clearing the caving banks. It is a well established fact, that snags do not move far from the point where they first fall in, the weight of earth attached to their roots serving as an anchor. They are sometimes moved by the ice that adheres to them in winter, and by drift wood during the spring floods. It is also well established, that trees which once float seldom form snags. Admitting this, it is sufficiently evident that if the banks are once cleared, there can be no subsequent formation of snags. To secure a safe navigation at all seasons on this river, it will be necessary to adopt one of the two plans: either to keep, as at present, boats to remove snags as they are formed, or to clear the banks of all timber, thus preventing their formation. The comparative expense of the two plans has already been submitted to the Department.

The most vigilant attention, if the first mode be adopted, can only remove dangers as they occur; while the same care bestowed upon the second plan, with less than one-fourth of the expense, would anticipate them; and, by removing such trees as were likely soon to fall into the river, prevent the formation of snags altogether.

The expediency of following the latter mode of improvement, will ultimately appear in the failure of every other attempt at preventing the dangers incident to the navigation of the Mississippi. How far the labor already bestowed upon this river has contributed to the improvement of the navigation, will be sufficiently evident from the reduced rates of insurance since the work was commenced. It is not possible at this time to procure a list of the boats lost annually since 1825; such a list would, however, give strength to the evidence of improvement in the navigation, furnished by the decreased rates of insurance. The time devoted to the improvement of the Mississippi during the current year, by the two boats, amounts to one hundred and ninety-two days; the per diem expense of each boat being eighty-one dollars, the whole expenditure will amount to $15,552; the total number of snags removed is one thousand and three, and two thousand four hundred and twenty-four trees cut. Admit the cost of cutting each tree to be one dollar, there will remain $13,128 as the cost of removing the snags; this gives an average cost of upwards of thirteen dollars for each snag, an amount exceeding that assumed as the average in my last report. The Heliopolis has been thoroughly repaired, and will resume her work by the 5th of August, or as soon as the water is low enough, proceeding from the mouth of the Missouri downwards, and will continue to work on the Mis-

sissippi during the whole summer. The Archimedes is at Louisville repairing; she will be ready for service before the end of August, and will join the Heliopolis on the Mississippi without delay. This arrangement is very desirable, as there are many island chutes into which the Heliopolis cannot enter on account of her draught of water. There now remain few places on the Mississippi below St Louis, the navigation of which, at high water, is attended with much danger: snags are rarely seen except at points where the banks are falling in. Between the mouths of the Missouri and Ohio rivers, the navigation at lowest water is greatly impeded by bars. Obstructions of this nature in the Mississippi, have not yet attracted much notice, nor is it probable that any permanent amendment in the navigation will ever be effected in this particular, owing to the changes that are taking place annually in the position of the bars. There is one, however, to which particular importance attaches itself, from its location. I allude to that forming in front of the city of St. Louis, which will seriously affect the prosperity of that flourishing town, if it should increase to the extent apprehended.

I am not in possession of the facts necessary to form an opinion of its progress or probable limit. The importance of the commercial interest at stake, demands a more critical examination than I had time or the means of making. The success which has attended the construction of dams on the Ohio river, leaves no doubt of the practicability of removing this bar, by a dam running from the Illinois shore to Blood island, if it should become necessary to have recourse to artificial means for its removal.

The operations on the Red river raft have been completed to a point within twenty-three miles of the uppermost extremity; of this distance, a portion only is raft, and this, from its more recent formation, is less difficult to remove than those parts which, by the deposite of earth and the accumulation of vegetable matter, have become imbedded and almost solid. In 1828, when I explored the raft, the greater part of this portion of it was loose and floating, unlike the older formation, or what is called "sunken raft," which generally rests on the bottom. It was expected by the superintendent, that the work would be completed by the first of May, at which time the engagement of his hands expired. In this, however, he was disappointed; and it being deemed unsafe to remain later, on the score of health, it became necessary to defer its completion until another season.

I have the honor to be, sir,

Very respectfully,

Your obedient servant,

A. H. BOWMAN,

Lt. of Engineers.

MEMPHIS, *August* 1, 1835.

To Gen. CHARLES GRATIOT, *Chief Engineer.*

SIR:—The last report I had the honor to submit to the Department, of the progress of the works for the improvement of the Ohio river, contained a detailed statement of their advancement, and exhibited their condition at that time; subsequently to which, nothing has been done on the river except the completion of the Cumberland dam, in which the superintend-

ent was then engaged. Since that period, the only alteration in the channel, at this work, consists in the removal of some of the bars, and the formation of others, giving evidence of a gradual movement of the sand and gravel, by the current of water which the dam forces into this channel, and leaving little doubt of the final result. It is the intention of the superintendent to raise this dam still higher, by which the accomplishment of the desired object will be more speedily effected. The accumulation of sand and gravel above and below the dam, while it gives assurance of stability to that work, likewise affords satisfactory proof that the channel on the east side of Cumberland island is rapidly enlarging its dimensions. When we take into consideration the immense mass of sand and gravel that a year ago obstructed the eastern channel, sufficient, in quantity, to form a bar across the whole width, three feet above low water mark, and running a considerable distance up and down the stream; and when it is remembered that this mass, which moves slowly and with difficulty, has to be swept, by the force of the current, into the deep holes about the mouth of the Cumberland, a quarter of a mile below the bar, it is not surprising that, in its progress towards these holes, it should collect occasionally in lumps, causing uncertainty and difficulties in the navigation inseparable from the means used for the improvement of this part of the river: the ultimate success of this work is no longer doubtful.

It is probable that the current would already have opened this channel entirely, but that it only operates during that portion of the year when the water is below the level of the top of the dam, and is consequently forced into this channel. Little alteration is perceptible at the Sister islands since my last report. The channel on the east side of the island has so far filled up, that at the present stage of the river (seven feet above extreme low water) scarcely any of the stream passes on that side. The sand bars have extended themselves at the foot of the island, confining the volume of water to a narrower space; the extremity of the bar which projected from the east shore opposite Bay creek, has been partially washed off; boats are not now compelled to approach so near the west shore as formerly. There is a small break in the principal dam at this place, near its head, noticed in a former report, and also on a sketch forwarded to the Department, which has been considerably enlarged since the last inspection, and will ultimately injure this work if not arrested in time. The Sister islands were once among the worst places on the river; at present they offer no obstruction to the navigation. This remark will apply, in a great degree, to Scuffletown and French Island bars. Three Mile Island dam is not yet finished, but will be commenced early in August. It is the intention of the superintendent to employ the forces designed for removing the raft on Red river, upon the Ohio, until the season for recommencing the former work. By this judicious arrangement, these works serve as a rendezvous for collecting laborers during August, September, October, and a portion of November, which are the only months when the services of men could be profitably employed on the Ohio, leaving time, after the suspension of these works, to transport the forces as early as it is expedient to commence operations on Red river. Notwithstanding the space over which the works entrusted to the superintendence of Captain Shreve are spread, by his judicious and systematic division of the time, each appears to have received all the attention that it required.

I have the honor to be,

Very respectfully, your obedient servant,

A. H. BOWMAN, *Lt. of Engineers.*

LOGTOWN BAR

20 miles below Pittsburgh

A gravel obstruction

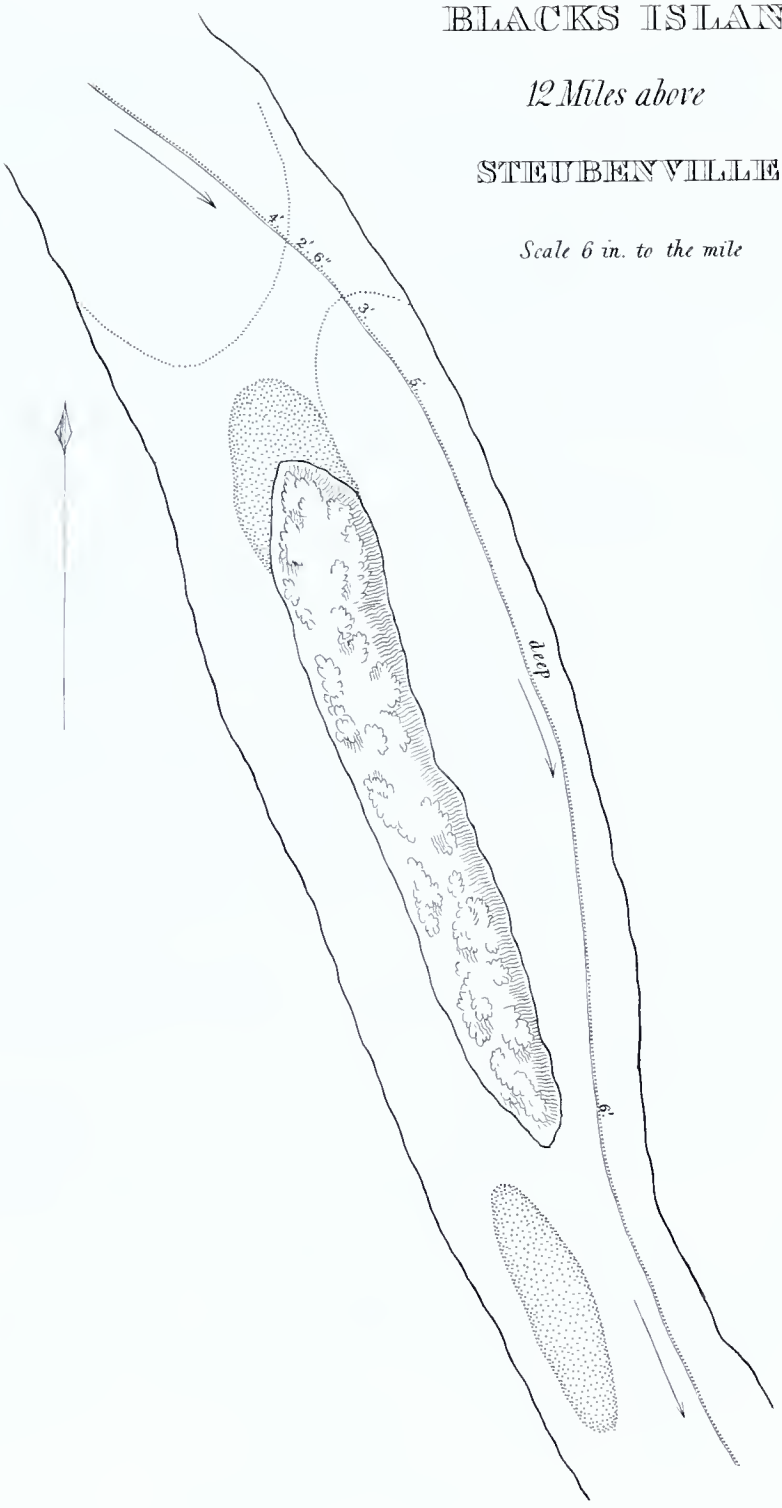
Scale 6 in. to the mile

BLACKS ISLAND

12 Miles above

STEUBENVILLE

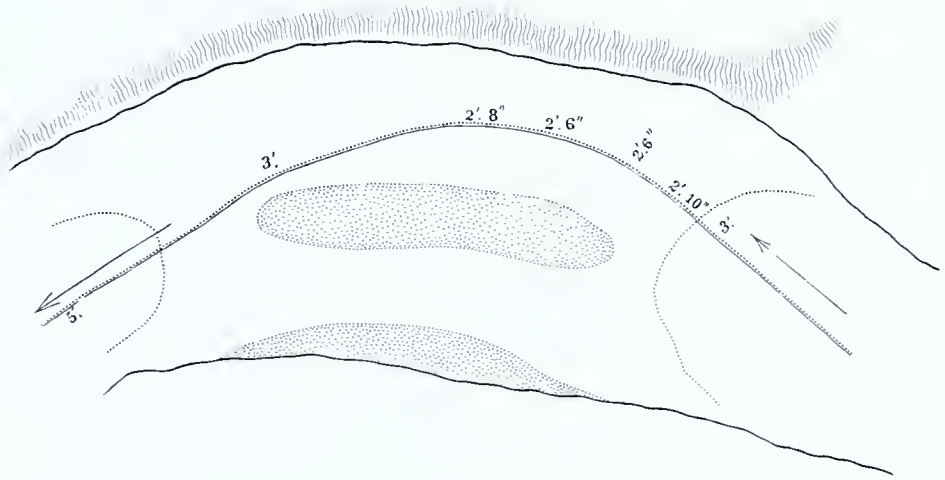
Scale 6 in. to the mile

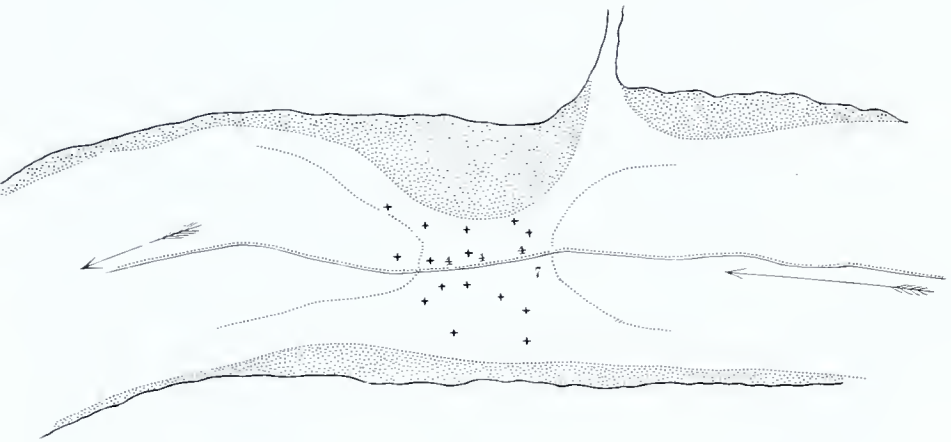


BEECH BOTTOM BAR

A gravel bar 10 miles above Wheeling

Scale 6 in. to the mile





MACMAHONS CREEK

4 miles below Wheeling

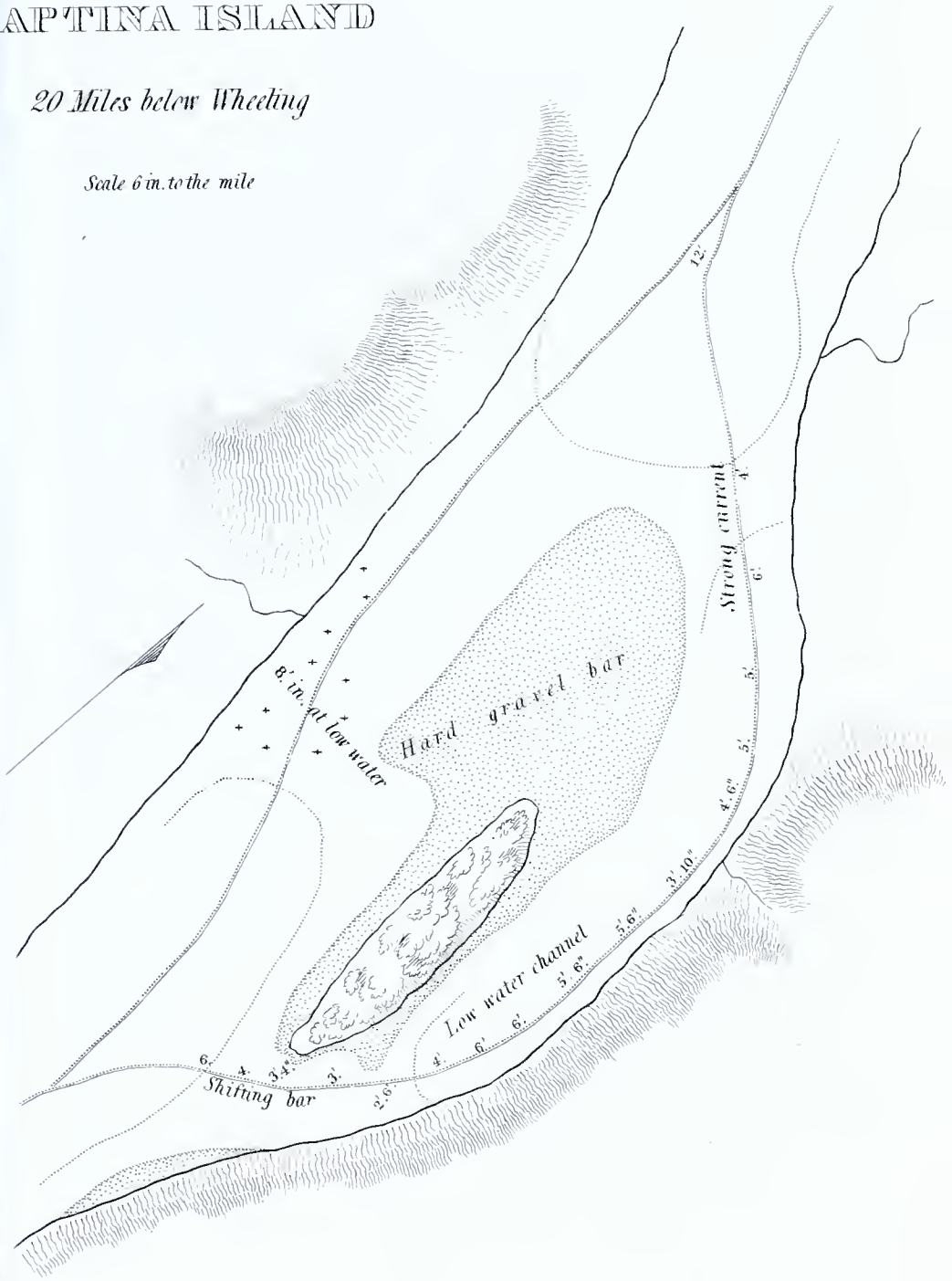
an obstruction of rocks and logs

Scale 6 in. to the mile

CAPTINA ISLAND

20 Miles below Wheeling

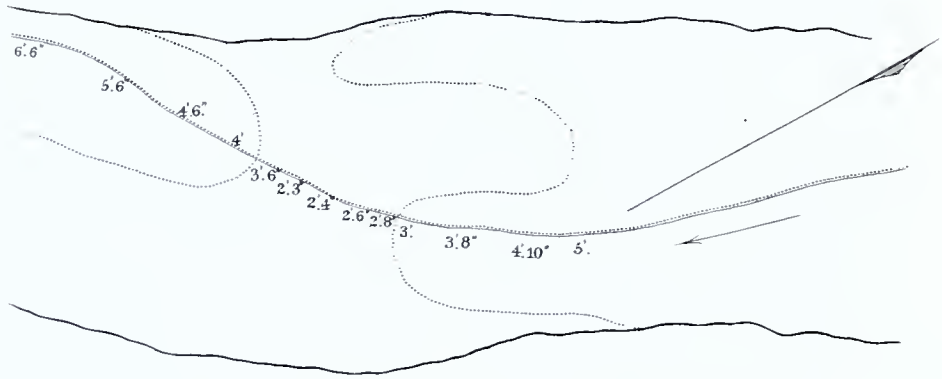
Scale 6 in. to the mile



PETTICOAT RIPPLE

in the long reach

Scale 6 in. to the mile

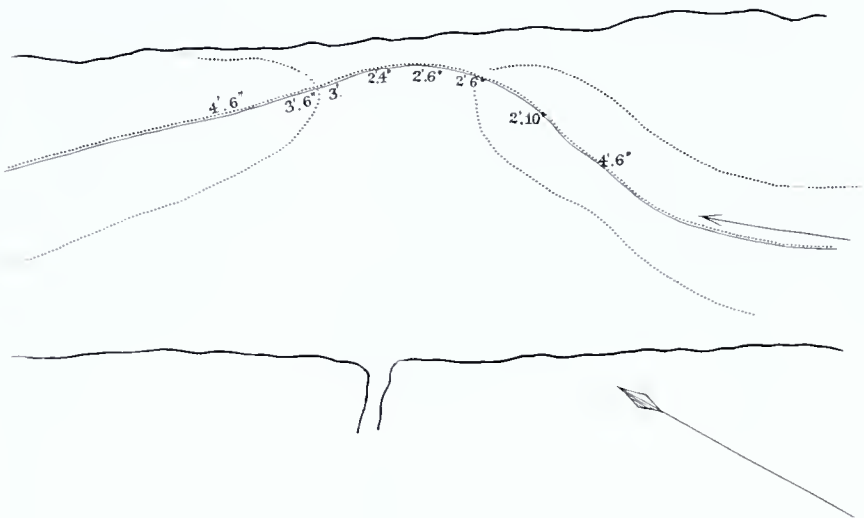


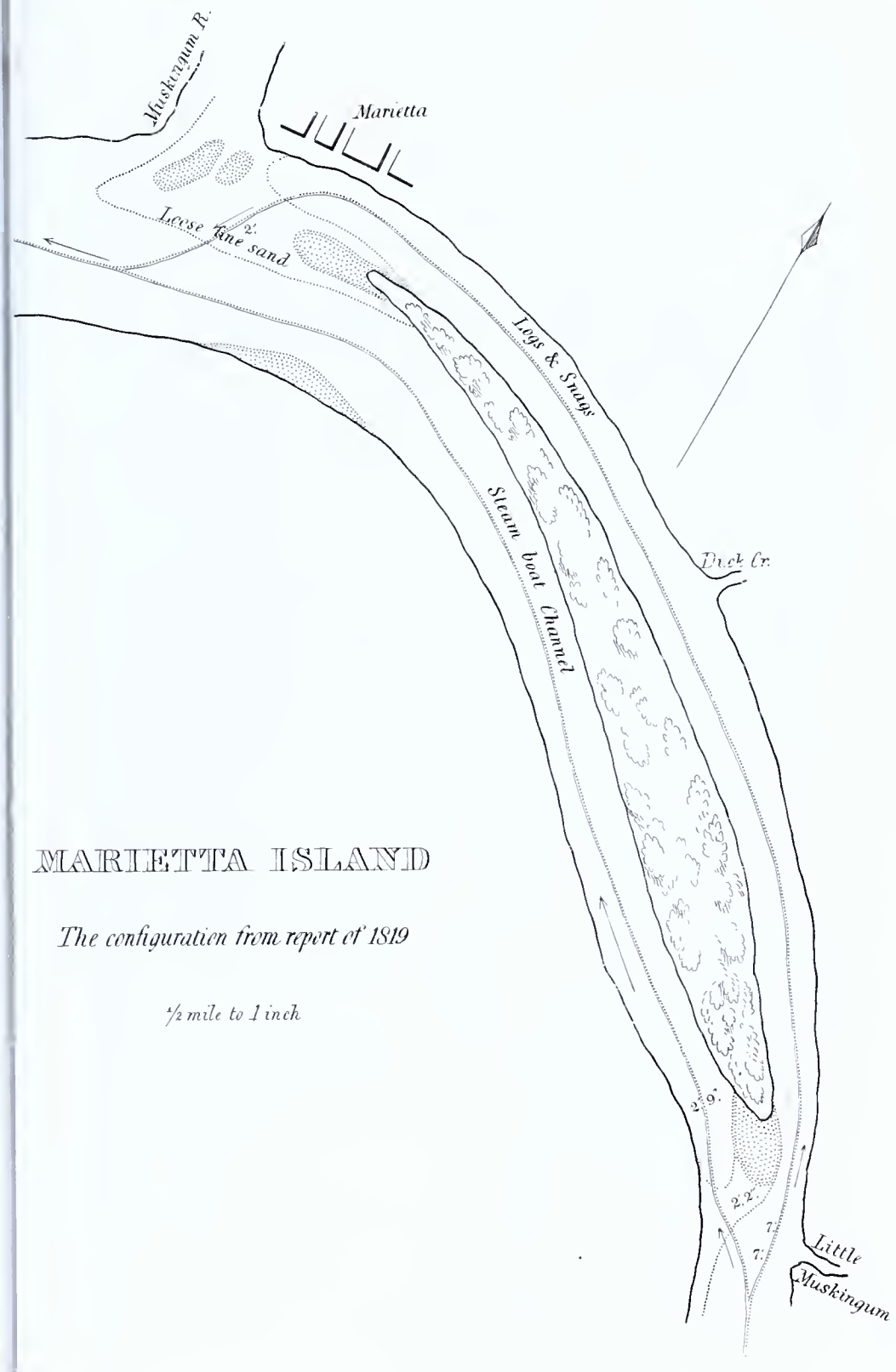
The river measured at this point, passed 5390 cubic feet per second at the present stage.

CARPENTER'S BAR

6 miles above Marietta

Scale 6 in. to the mile



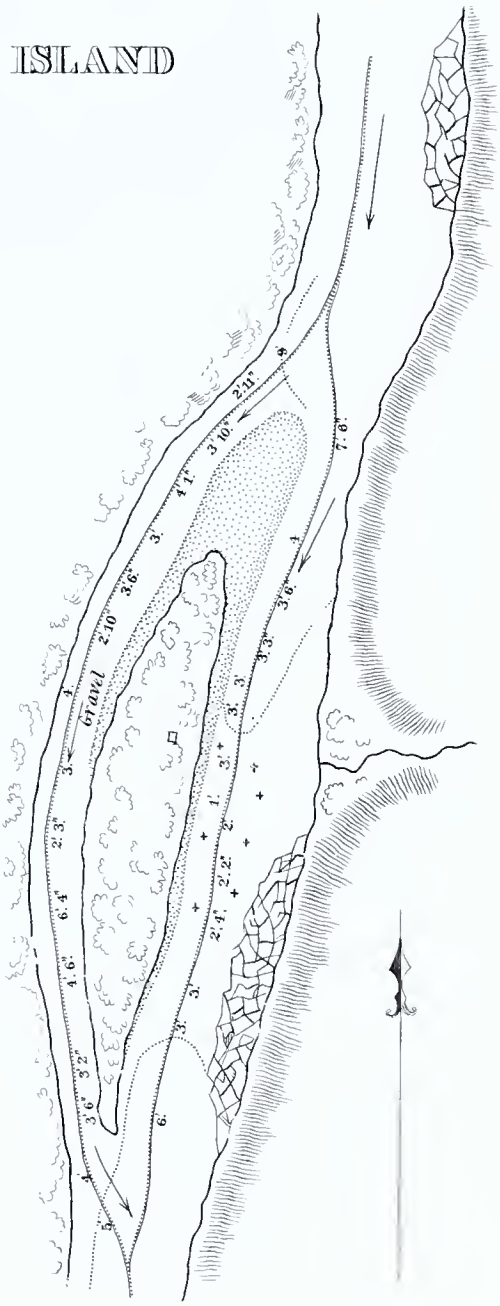


MARIETTA ISLAND

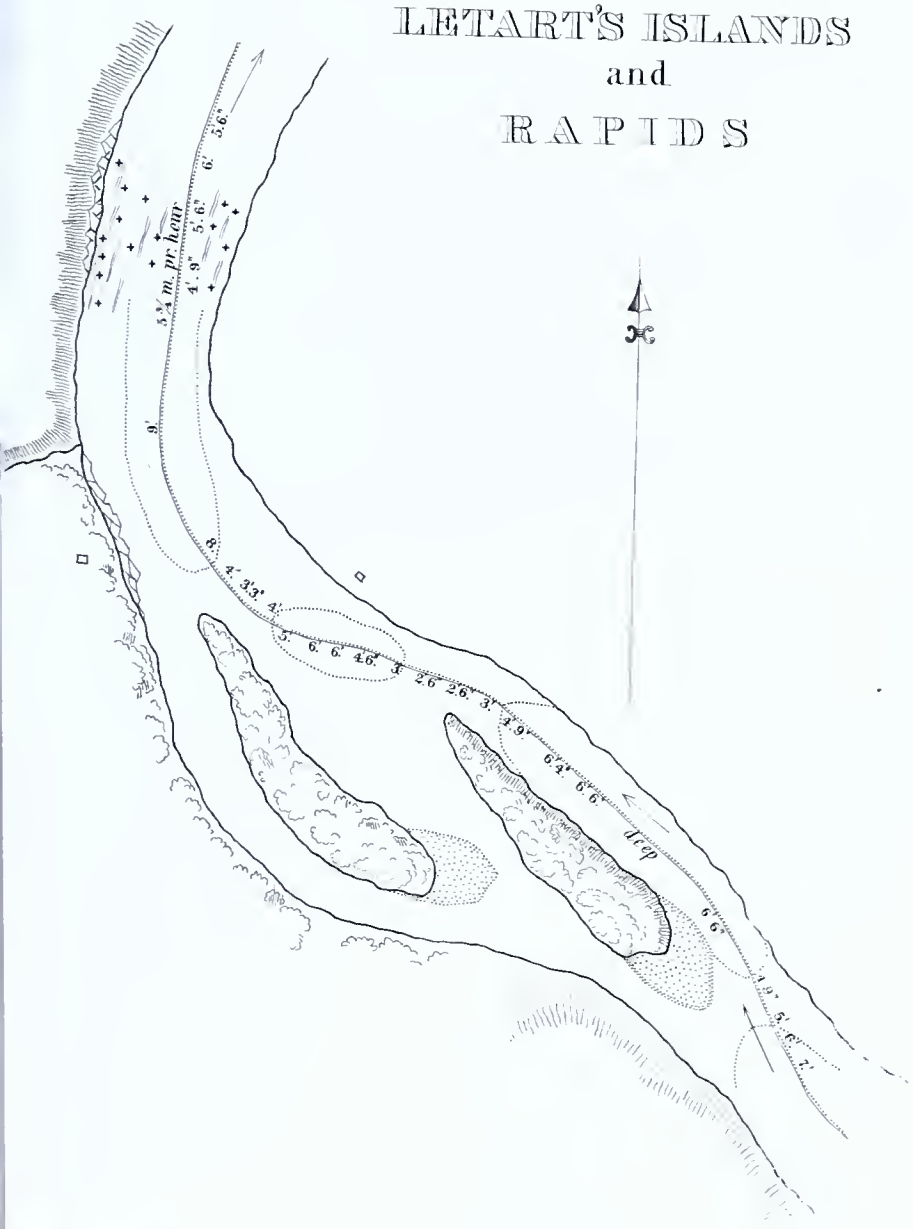
The configuration from report of 1819

½ mile to 1 inch

BUFFINGTON ISLAND



LETART'S ISLANDS
and
RAPIDS



N.

PITTSBURG, *October* 25, 1835.

SIR: In obedience to your instructions of the 23d of April last, assigning to my superintendence the application of the sum of $50,000, appropriated at the last session of Congress, for the improvement of the Ohio river, above the falls, I have the honor to report the progress and state of the operations under those instructions, on the 30th of September ultimo.

On my arrival at Pittsburg, the head of the line, in May last, the Ohio river then presented a deep and turbid stream, with a depth of water, over its shoalest points, of eight feet, in which or nearly a similar state, it subsequently continued until September, being maintained by the freshets of the intermediate months, and varied by occasional depressions, of short duration; but at no time this season has it been impracticable for steamboats of a construction adapting them to shoal navigation.

On the receipt of my instructions, it did not appear that any regular or detailed survey of this part of the river, with a view to its improvement, by the General Government, had ever been made, or was accessible at the time; the only information, in my possession, relative to the obstructions in the river at the time of my arrival thereon, was contained in the extracts taken from the notes of an examination, made in 1819, by commissioners appointed by the several States interested, and to which I was favored with access, through the politeness of the canal commissioners of Pennsylvania; these, although embracing much useful information in relation to the several obstructions, were not sufficiently minute to render less necessary a resurvey of the whole, upon a different plan, before the work hereafter deemed necessary, for the contemplated improvement, could be correctly located or safely constructed.

The duties assigned me, required, as a preliminary step, a minute and thorough examination of the obstructions at low water: this, for obvious reasons, could not be undertaken until the river had arrived at its minimum stage, which did not occur until late during the present season. In the interim, the whole line was traversed, the principal commercial points visited, and investigations made, having for their object, to determine the relative importance of the different portions of the line, and the selection of those points or sections having the greatest claims to precedence in the order of improvement; at the same time, the obstructions in the river, of a detached nature, being numerous, and an examination into their extent, or the peculiar circumstances of each, not immediately required for the object in view, attention was forthwith directed to the construction of the machinery necessary to remove, with the greatest facility, all obstructions of that class.

The snag machinery invented, and used with so much effect, by Henry M. Shreve, Esq. in the removal of obstructions to the navigation of the Mississippi and Red rivers, and which combines, in its construction, much simplicity of arrangement, with great power of action, was, after a short inspection, unhesitatingly adopted for the removal of similar obstructions in the Ohio river above the falls; it was, therefore, determined to proceed, without delay, to the construction of four of these machines, for application on the river, and the procurement of the requisite boats, flats, implements, &c. during the high stage of the water. The expectation being confi-

dently entertained, that the means of constructing any description of machinery or craft could be readily obtained at any of the principal points on the line.

The Ohio river, from its commencement at Pittsburg, forming a continuation of the grand chain of internal communication, stretching from the Atlantic westward, now rendered uninterrupted by the completion of the Pennsylvania line of canal and railroad, and the heavy amount of merchandise received and transhipped at the head of the river, estimated at half a million of tons annually, and progressively increasing, together with the general designation of the appropriation, induced attention to be first directed to the section lying between Pittsburg and Wheeling, which being of a shoaler character than that below it, was, from a due regard to the circumstances alluded to, selected for the commencement of the operations. It was then contemplated to hasten the construction of a portion of the machinery at the head of the river, with a view to its completion, and application on the fall of the water, at which time it would become necessary to turn attention to the examination of the shoals, and the formation of plans for their improvement.

In preparing the machinery and boats, during the high stage of water, it was found that the opinions entertained in regard to the facilities for its construction, at the points where alone they could be looked for, were entirely erroneous. The rapidly increasing trade on the western waters, and the many steamboats contracted for or building on this line, the number of which has been estimated at upwards of one hundred, rendered the accumulation of business on the hands of the builders, too great to admit of their assuming new jobs at this time: and the construction, by individual application, was rendered nearly as uncertain by the consequent absorption of all suitable workmen in this branch of business.

A machine, with the necessary keel and flat boats, and a full equipment of the necessary implements for the removal of rocks and snags, was completed in September: at this time the river presenting a favorable stage for the object, the work of examining the shoals was immediately proceeded with.

Previous to this, in the month of August, whilst in expectation of a continued fall of the water, the most important obstruction, in the upper section of the river, was partially surveyed, with a view to the location of works for its improvement; the examination being arrested by a sudden and unexpected fresh in the river, the surveys were subsequently completed in September. The plan for the improvement of Brown's island, the point alluded to, is now before the Department.

An examination of every obstruction to the navigation was completed in September.

The river has, throughout the present season, continued in a state unusually favorable to its trade and navigation; and, under these circumstances, has not presented the most satisfactory view of its low water character. The examination, however, has served to determine, very satisfactorily, the nature, extent, and comparative prominency of the different shoals.

The Ohio river derives from the Allegheny its principal and most lasting supply; during the summer months, its volume is maintained, and very frequently increased, by the occasional rains during that period, which enlarge materially the supplies drawn from the copious basin of this tributary, and it is only during a season of unusual drought that it

arrives at its minimum stage; this, from a comparison of the best authorities, is assumed at 15 inches. The least depth obtained during the examination this season was 2 min. 2 sec., although the water, for the brief space of a few days only, has been as low as two feet over some of the shoals between Pittsburg and Wheeling. The Ohio, throughout its whole course, has in general a very equable and gentle current. During high stages this is the most uniform, although its rate is then considerably increased; at low stages, the river becomes resolved into a succession of ripples, with extensive slack water basins between them, varying in depth from two to three and even five fathoms. The valley of the river is bounded on each side by richly timbered hills of great uniformity in their average height, enclosing fertile bottoms, which alternate in very regular succession on either side of the river: ledges of rock occasionally appear along its banks; these are generally of stratified and easily wrought sandstone. There are few points on the river deserving the name of gorges; the nearest approach to an opening of that character is found at Brown's island, 65 miles below Pittsburg. The heights here approach within the distance of 600 yards, and ledges of rocks exhibit themselves on each side of the river. There are several other formidable passes on the river, which however, in comparison with the shoals, are few in number: of the character alluded to are Captina and Buffington's islands, and the rapids called Letart's falls: these are more dangerous for the passage of keel and flat boats than for that of steamers, which, under the management of careful pilots, are exposed to little risk, when there is found sufficient depth of water at those points for floatage. The obstructions in the river generally arise from the want of sufficient depth of water over many of the shoals at low stages. There are points however, where, owing to the existence of projecting rocks, the navigation is not safe for as much depth as is contained in the channel. The bars in the river may be classed, 1st. into those formed of hard and apparently of permanent gravel; 2d, shifting or loose gravel; and 3d, shifting sand bars. The first abound in the upper section of the river. These are generally exposed to a strong current, and formed of rounded oblong pebbles and stones, varying from one to fifty pounds and upwards; they become, by the continued action of the water, cleared of all smaller particles, firmly imbedded, and by their conformation resist the action of the current; the bottom assuming the consistency of, or similarity with, a pavement of smooth stones.

The bars of the second class are composed of fine gravel, moveable by strong currents, and occur, as well as most of the sand bars, at the lower junction of the chutes formed by the islands; these change their position, when, upon the fall of the waters, the main channel of the river predominates in a new direction, and the fall and current increased by the subsidence of the lower basins. In the upper section of the river, the sand bars are always found under the lee of the islands, or at the meeting of the channels. In the lower section are extensive sand bars, unaccompanied by islands; the most important of these are met with between Guyandot and Cincinnati. In addition to the shoals, large quantities of logs and snags are distributed in different parts of the river. On some of the shoals, they lie imbedded in the gravel, forming, by the projection of their stumps, very dangerous obstructions to the low water navigation. Large trees, with their roots, branches, and foliage, in full verdure, undermined and thrown into the stream by the gradual abrasion of the alluvial banks at high water, are of

frequent occurrence. Many logs are disgorged from the smaller tributaries and creeks which empty into the Ohio. These creeks, when swelled by rains into rapid torrents, discharge large quantities of pebbles and large angular stones into the bed of the river; in many cases forming extensive bars at their junction.

In descending the river from its head, a considerable improvement is experienced in the depth of water after reaching the foot of Wheeling island; from this point the river, at stages admitting the passage of light draught steamers, is practicable for about six inches greater draught than the section above it. This circumstance is not due to the reception of any important tributary to its waters, but solely to the decrease in the rapidity of its descent; this difference in the depth is less perceptible at an extreme low stage. From a comparison of the best data obtainable, the descent from Pittsburg to Wheeling has been estimated approximatively, at one foot to the mile; from Wheeling to Guyandot, eight inches; and thence to Louisville, four inches per mile. Below Guyandot, the character of the river becomes materially changed: it here enlarges its bed, and flows onward with a diminished current; the level reaches are longer, and the descent at the ripples less. This enlargement of its bed, however, renders the depth over some of the shoals in this part of the river, very slight at low water, forming several very shoal sand and gravel bars. From Cincinnati to Louisville, the navigation becomes comparatively much improved. There are two or three bars on this section, and some dangerous snags below the mouth of Kentucky river, which require attention. It would be desirable to give a specific description and sketch of each shoal, were it not that their great number and similarity would render such description a monotonous repetition of nearly the same circumstances. The chief results of my examinations are, therefore, embodied in a tabular form, the most convenient for reference, and is herewith annexed.

An important feature in the Ohio river is observable in the fact, that at all the islands are also located the worst shoals and rapids, or falls. These islands are considered rather the effect, than the cause of this fall, and formed, like the alluvial bottoms, by the gradual deposite from the river, which, at those points being spread out at low water, leaves some portions of the projecting parts of its bed uncovered. In respect to Captina and Buffington's islands, the low water channel at each deflects from the main direction of the bed, and passes off laterally, through a narrow and circuitous route, around the island. The main or direct channel, in both the cases alluded to, is rendered dangerous by rocks, and too shoal at low water for navigation.

The rocks in the Ohio chute, at Captina island, appear, from recent examinations, to be of a detached character, and susceptible of removal. The direct channel at Buffington's island, is bounded by a ledge of stratified sand stone rock, projecting into the river, which is supposed to continue entirely across the channel, beneath the gravel bottom; it is, however, situated nearly at the foot of the rapids. Some loose rocks are scattered in this channel.

With regard to the islands, and particularly those at which the low water channel deviates from the direct continuation of the main bed of the river, shifting bars are always found under the lee of the islands. This rule appears, from the result of my examination, to be of general application in regard to all similar points on the river. The water, at high stages, passes with the greatest volume and current through the most direct and spacious

channel, which then predominating, throws into the foot or junction of the smaller passage powerful eddies, depositing therein a bar, which again changes and deepens upon the fall of the waters. With regard to the rapids, called Letart's falls, the river here passes over a rocky bottom, with a descent and current far greater than is found at any other point above the falls; the bottom is free from dangerous projections, and the concentration of the water at this place, by the more prominent parts of the rocky bed on each side, renders the depth over these rapids much greater than upon most of the shoals in the river. The current, which is here five and three quarters miles per hour, at a moderate stage, can, in general, be stemmed by steamboats of sufficient power; but for keel boats, and the lighter class of steamers, permanent warping fixtures are here necessary. The points most requiring immediate attention, in the shoaler section of the river, lying between Pittsburg and the junction of the Muskingum, at Marietta, are, Logtown bar, Black's and Brown's islands, Beech Bottom bar, McMahon's creek below Wheeling, which requires the removal of many dangerous rocks and logs, Captina island, Petticoat ripple in the long reach, Carpenter's bar, and Marietta island; at this latter point, the junction of the Ohio channel, opposite to the town of Marietta, is crossed by a large bar of loose shifting sand, which makes from the foot of the island across to the mouth of the Muskingum. At the head of the island, three miles above, the Virginia channel is crossed by a shoal gravel bar.

By the execution of that part of the plan of improvement now in progress, viz: the removal or clearing the channel of all sunken logs, stumps, snags, and projecting rocks, the navigation at low stages, and particularly for light draught steamers and keel boats, will be rendered much safer, and even practicable for a deeper draught, than it is under present circumstances considered prudent to employ. There are some sand and light gravel bars, which are among the very shoalest on the river, but which, notwithstanding, are not ranked among the most serious obstructions, from the comparative safety with which their passage may be attempted. A system of improvement, having for its object to secure a specific depth of water at all seasons, sufficient to meet the demands of the trade upon those streams which are rendered impassable during the dry seasons, from the diminution of the supplies derived from their tributaries, can be effected with certainty only by a series of dams and locks.

As this mode is not, however, contemplated with regard to the Ohio, the concentration of the river into one channel, and the appropriation of all the water passing to that object, during low stages, will, it is believed, accomplish all the further improvement contemplated.

The dimensions of this channel should be accommodated to the passage of the various description of craft which navigate the Ohio river. It is expected that in the upper section of the river, the water will require to be confined to a channel fifty yards in width, to cause a sufficient depth for the passage of light draught steamers. The improvements introduced into the construction of the latter, in reference to lightness of draught, with the present simplification of steam machinery, induces the belief that boats drawing twenty inches, may be constructed with sufficient power and capacity for towing and the conveyance of passengers. If the paddles of these boats are applied at the stern, they will be enabled to stem the rapids on the river with much greater facility.

The construction of the works for the improvement of the shoals, will require, as a preliminary step, a minute and accurate survey of each, the form, position, and extent of the works required being governed in a great measure by the irregular features of the bed. As the surveys and the works of improvement, can only be carried on at low water, and within the limited time allowed by the state of the river for such operations, it is desirable to commence as many works, simultaneously at diffent points, as may be justifiable by the amount of the appropriation. To this end, it is recommended to the Department to attach competent surveyors to the work, to survey all the points requiring improvement, under specific instructions from the superintending officer in reference to each. These surveys, as fast as executed, with the plan of improvement proposed for each, to be laid before the Department for its action thereon.

The operations to the present time, have consisted in the construction and preparation of machinery and boats; and in examinations and surveys, with a view to the location of works of improvement.

A machine, with the requisite boats and implements, has been put in operation on the upper section of the river, in removing sunken logs and rocks, to which object it has proved to be fully competent. The obstructions of this class are drawn entirely from the bed, and afterwards demolished.

It was expected that the section from Pittsburg to Wheeling would have been cleared this season, but the operations have been recently suspended by a rise of the waters, which has also prevented the execution of the plan for the improvement at Brown's island.

The construction of three additional machines, to be in readiness in the ensuing spring, has been provided for.

It is anticipated, that in the event of a favorable season, all the dangerous obstructions of the detached class may be removed during the next year.

An estimate for the construction of all the works required for the improvement of the shoals, cannot be safely hazarded until the execution of the surveys proposed for that object.

The present appropriation will suffice for the operations of the ensuing year. It is considered proper to state that the most favorable season for the application of the appropriation, will not afford four months for efficient operation; during the present season, about two weeks only have been found during which the river was in a suitable state for that object.

The expenditures to the 30th September, 1835, were -		$8,468 31
The amount required during the 4th quarter - -		1,630 00
		10,098 31
Amount of appropriation - - - - -		50,000 00
Leaving for application during the year 1836 - -		39,901 69
The cost of additional machinery, boats, and tools, is estimated at - - - - -	$7,250	
And for their application during the year 1836 -	16,250	
		23,500 00
Which leaves for the construction of dams, contingencies, &c.		$16,401 69

The cost of constructing low dams in the upper section of the river, is estimated at $3 the running yard, and the excavation of rocks at $3 25 per

perch. The latter is, however, subject to more variation than the former, from the contingencies of weather, rises, &c.

With regard to the annexed table, the Department will observe that the stage of the water, as there noted, is presumed to be very nearly accurate.

In this respect, the river, from its length, is subject to great variations, from the time required for the increased discharges from the head tributaries to produce their final effect upon the lower sections of the river.

Drawings of some of the principal points are herewith annexed.

Respectfully submitted.

G. DUTTON,
Lieut. Corps. of Engineers.

Brig. Gen. C. GRATIOT,
Chief Engineer, Washington City. D. C.

TABLE exhibiting the depth of water and nature of the bottom at the different shoals between Pittsburg and Louisville.

No.	Name.	Shoalest water over the bar.	Stage.	Nature of the obstructions, remarks, &c.
1	Brunot's ripple -	-	-	Gravel. Strong current.
2	Foot of Brunot's island	-	-	Do. Current gentle.
3	Horsetail ripple -	*	-	Gravel and stones. Strong current.
4	Lowrey's do -		-	Opposite Lowrey's run, a gravel bar.
5	Duff's do -	-	-	Gravel bar.
6	Merriman's do -	-	-	Gravel bar projecting from Neville's island.
7	White's do -	3′ 9″	2′ 11″	10 miles below Pitsburg, hard gravel. Rapid.
8	Wollery's trap -	3 0	2 9	Gravel and stones.
9	Deadman's ripple -	4 0	" "	Gravel bar. Rapid chute.
10	Sewickly bar -	4 0	-	Opposite Sewickly creek, hard gravel.
11	Logtown do - -	2 6	-	Gravel and pebbles. Very shoal. Strong current.
12	Crow's island -	4 0	-	Hard gravel.
13	Waller's ripple -	4 6	-	Do.
14	Atkinson's bar -	4 9	-	Do.
15	Beaver shoal -	3 6	-	Gravel and stones. A dangerous shoal.
16	Raccoon bar - -	3 0	-	Gravel.
17	Montgomery's island -	4 6	-	Do.
18	Philles island -	4 6	-	Gravel and large rocks.
19	Georgetown do -	4 6	-	Gravel and dangerous rocks.
20	Line do -	4 0	-	Gravel.
21	Bab's do -	5 0	-	Do.
22	Yellow Creek bar -	4 2	-	Do.
23	Baker's island -	4 2	-	Do.
24	Kneistley's clusters -	4 0	-	Gravel and rocks.
25	Black's island. -	2 6	-	Gravel.
26	Brown's do - -	2 9	-	Gravel and rocks. Dangerous.
27	Will's creek - -	3 10	-	Gravel.
28	Well's bar - -	2 9	-	Do.
29	Mingo island - -	3 4	-	Do and dangerous logs.
30	Cross creeks - -	5 6	-	Do.
31	Cox's bar - -	3 0	-	Do.
32	Wellsburgh - -	6 0	-	Do.
33	Beechbottom bar -	2 6	-	Hard gravel.
34	Short creeks - -	3 9	-	Gravel.
35	Pike island - -	4 0	-	Do.
36	Two Sisters - -	2 9	-	Gravel and logs.
37	Burlington bar -	2 9	-	Gravel, sand, and dangerous rocks.
38	Wheeling island -	3 3	-	Gravel and rocks.
39	Bogg's do -	3 0	-	Do do.
40	McMahon's creek -	4 0	-	Dangerous rocks and logs. Rapid current.
41	Patterson's bar -	5 0	-	Gravel.
42	Big Grave creek -	4 4	-	Do.
43	Captina island -	2 6	-	Gravel, sand, and logs.
44	Fish Creek do -	3 1	-	Gravel and logs.
45	Gleen's bar - -	4 0	-	Hard gravel.
46	Sun Fish Creek bar -	4 0	-	Do.
47	Opossum Creek bar -	3 6	-	Do.
48	Procter's run - -	4 9	-	Do.
49	Muckle Downie's bar	4 6	-	Do.
50	Fishing creek, do	3 0	-	Gravel, rocks, and logs.
51	Williamson's island -	3 4	-	Gravel and logs.
52	Pursley's do -	3 2	-	Gravel, rocks, and logs.
53	Wilson's do -	3 3	-	Gravel.
54	Grandview, do -	2 6	-	Gravel and snags.
55	Chemise - -	3 6	-	Gravel.
56	Petticoat ripple -	2 3	-	Small gravel.
57	Grape and Bat island	4 6	-	Gravel.

Above Wheeling, 2′ 0″. From do. descending, 2′ 6″. Descending, 2′ 3″. From Pittsburg, descending, 2′ 6″.

* These were not sounded in the examination at low water. Nos. 1 and 3 are among the shoalest class.

TABLE—Continued.

No.	Name.	Shoalest water over the bar.	Stage.	Nature of the obstructions, remarks, &c.
58	Middle island -	4′ 6″	-	Gravel and rocks.
59	Three Brother island	3 6	-	Gravel and logs.
60	Bull Creek bar -	3 4	-	Gravel and sand.
61	Carpenter's do -	2 4	-	Hard gravel and sand.
62	Marietta island -	2 2	-	Gravel.
63	Muskingum do -	3 6	-	Gravel and snags.
64	Vienna, do -	4 4	-	Do do.
65	Cole's do -	3 2	-	Gravel, sand, and logs.
66	Blennerhasset's island	3 0	-	Many snags above the head. Shifting sand bar at the foot.
67	Little Hockhocking -	3 9	-	Small rocks, gravel, and sand.
68	Newbery bar - -	2 6	-	Hard gravel. Strong current.
69	Mustapha island -	4 0	-	Do.
70	Bellville bar - -	4 3	-	Do.
71	Bellville island -	3 8	-	Hard gravel and stones. Sand at the foot.
72	Shade river - -	2 8	-	Hard gravel.
73	Swan's bar - -	3 1	-	Do.
74	Buffington's island -	2 3	-	Gravel and dangerous snags. Rapid.
75	Big Sandy creek -	3 2	-	Hard gravel and stones.
76	Oldtown bar - -	4 5	-	Gravel, snags, and logs.
77	Goslin, do - -	5 0	-	Gravel.
78	Goose island - -	2 4	-	Gravel and snags.
79	Letart's islands -	2 6	-	Gravel. Strong current.
80	Letart's rapids -	4 6	-	Rock. Current — miles per hour.
81	Weaver's bar -	3 6	-	Gravel and logs.
82	Wolf's do - -	4 2	-	Hard gravel.
83	Secrest's ripple -	4 5	-	Gravel and rocks. Strong current.
84	Sliding Hill bar -	6 6	-	Logs and gravel.
85	Leading creek -	6 0	-	Gravel and stones.
86	Eight Mile island -	4 0	-	Hard gravel.
87	Six Mile do -	4 0	-	Do.
88	Gallipolis do -	4 1	-	Do. Logs and trees below.
89	Raccoon do -	3 5	-	Shifting gravel bar. Dangerous logs.
90	Straight ripple -	4 2	-	Gravel and rocks.
91	Little Guyandot -	5 0	-	Small gravel and sand. Logs.
92	Green Bottom ripple -	4 0	-	Rocks and gravel. Strong current.
93	Dog bar - -	4 9	-	Gravel.
94	Guyandot - -	2 11	-	Rocks and gravel. Strong current.
95	Burlington bar -	2 10	-	Hard gravel. Loose sand at the foot.
96	Big Sandy river -	4 2	-	Do do and rocks.
97	Greenupsburg -	4 0	-	Gravel, sand, and stones.
98	Little Sandy river -	4 4	-	Gravel.
99	Genet's bar - -	4 6	-	Do Snags.
00	Little Scioto river -	3 9	-	Gravel and stones. Dangerous snags below.
01	Conoconneque bar -	3 11	-	Gravel.
02	Quick's run - -	2 3	-	Do.
03	Station bar - -	4 0	-	Do.
04	Bush Creek island -	2 6	-	Gravel, logs, and snags.
05	Manchester islands -	4 11	-	Sand at the foot.
06	Charleston bar -	4 4	-	Loose sand at the foot of the dry bar.
07	Locust creek - -	4 3	-	Gravel.
08	Virgin Locust bar -	4 4	-	Sand.
09	Mechaniesburgh -	3 0	-	Do.
10	New Richmond -	3 9	-	Gravel and sand.
11	Shipyard bar - -	3 11	-	Sand and gravel.
12	Five Mile creek -	2 3	-	Do do.
13	Four Mile do -	3 0	-	Loose sand and gravel.
14	Crawfish run - -	5 9	-	Gravel.
15	Cincinnati - -	5 7	-	Do.
16	Laugherty's island -	5 9	3′ 0″ -	Do.
17	Risingsun bar -	5 6		Gravel, sand, and snags.

Descending, 2′ 3″.

TABLE—Continued.

No.	Name.	Shoalest water over the bar.	Stage.	Nature of obstructions, remarks, &c.
118	Gunpowder bar -	5′ 3″	-	Hard gravel.
119	Fredericksburgh -	4 6	-	Do.
120	Vevay island -	4 0	-	Gravel, logs, and snags.
121	Craig's bar - -	4 6	3′ 00″	Gravel.
122	Locust creek - -	3 6		Gravel, sand, and stones.
123	Hogland's bar -	5 0		Do do.
124	Marque's do -	5 5	-	Sand and snags.
125	Eighteen Mile island -	3 3	-	Gravel and stones.
126	Grass flats - -	4 0	-	Gravel. A grassy bar in the middle of the river
127	Twelve Mile island - Falls.	5 0	-	Gravel.

O.

MEMPHIS, *August* 31, 1835.

Gen. CHARLES GRATIOT,
Chief Engineer.

SIR: The Cumberland river, at the time of the inspection in October
, was at extreme low water, affording a most favorable opportunity of
ertaining the exact position, extent, &c. of the bars and reefs of rock,
ich obstruct or impair the navigation: sketches of such as were deemed
most moment have since been forwarded to the Department. At that
e, the superintendent was engaged in constructing the wing-dam con-
ting the head of Line island with the right hand shore of the river.
is is the principal work, and measures five hundred and thirteen yards
length: one hundred and fifty yards of this dam will, when finished, be
hteen feet high; the balance will average six feet in height. The dam
oss what is called the keel boat channel at Line island, when completed,
l be four hundred and sixty-five yards in length; of this, three hundred
l fifty are already raised three feet above low water mark. All opera-
ns were discontinued on the river, November 29th, on account of the
l weather and high water.

The works were recommenced in April with all the laborers that could
collected. This force was first employed in raising the dam at the head
l foot of Harpeth island, and in prolonging that at the foot of the island
ix hundred and fifty yards in length. A breach of about sixty yards
s made in the dam, at the head of Harpeth island, by water during the
ing flood, which was repaired, and the dam strengthened throughout its
ole extent. The work at this island is now regarded as complete, and
wers entirely the object of its construction. On the 6th of August, the
es were removed to Davis's ripple: more time was consumed at Harpeth
nd than it would seem to have required; this was caused by the dis-
sion of the laborers, in consequence of the appearance of the cholera
ongst them in June, when no inducement would tempt them to remain
ger on the work. The operations, commenced on the 7th at Davis's rip-
, were suspended before the end of the month, in consequence of sickness
ongst the officers and men, there being only twelve persons for duty at
time they were abandoned A small force was employed early in
gust, in quarrying stone for the dam at Line island: this force was
reased towards the end of the month, by the remnant of the laborers
ught from Davis's ripple by the superintendent. The important work
this point will, probably, be completed this fall; after which, if the season
not too far advanced, the dam at Dover shoals will be commenced.

The necessity of having accurate surveys of each shoal is strongly felt.
thout the information which can only be acquired from actual surveys,
re must unavoidably be great uncertainty in the results intended to be
duced by the wing-dams. The object for which they are constructed
to produce an uniform depth of water over the bars on which they are
lt; for this purpose, it is not sufficient to raise dams at the different
als to an uniform height above low water mark. As this river re-
ves few tributary streams which materially augment its volume, the
antity of water discharged through every section of it, in a given time,
y be considered uniform, and consequently varies with the product of

the breadth, depth, and velocity: assuming as the depth that whicl desired to produce on the shoals, and having ascertained the velocity experiment, the required breadth of the openings to be left between wing-dams will thereby be known. To construct dams to produce result with the least expenditure of labor and materials, it is essentia know the distances to different points of the adjacent shore; the deptl water; the direction, breadth of the shoals, and the depth of water on th The want of this kind of information must cause uncertainty in estima and lead to unnecessary expenditures. It was my intention to time present visit to the Cumberland, so as to reach it at high water, for purpose of determining the influence of the wing-dams at this stage of stream, as well as to ascertain to what extent the navigation had b benefited from clearing the banks of projecting timber. The season v however, too far advanced before I reached the Cumberland, which I fou at only five feet above the point of the lowest water. It is at this stag the river that the most decided advantages are to be expected from wing-dams; when higher, their aid is not required; and, when lower, tl are incapable of adding sufficiently to the depth, to render the stre navigable for any crafts but smaller sized steamboats and keel boats.

Clearing the banks of projecting timber has proved of essential servic the navigation, by enabling boats to approach the points; thus shorten the distances, and in many instances, especially in the convex sides of stream, giving greater depth of water, which, in such situations, is usua near the shore. I had the honor to inform the Department in my l report, that this part of the work was nearly completed. There still, ho ever, remains something to be done before this branch of the improvem can be considered perfect. This was pointed out to the superintende who immediately caused the machine boat, with an adequate company, proceed upon this duty, under the command of an individual perfec acquainted with the river, with instructions to commence at Nashv island, and, in descending, to remove all snags, sunken logs, projecti trees, or fallen timber, and all detached rocks which might interfere wi or interrupt, the future navigation.

My last report contained a list of such places as were capable of bei improved. I beg leave here to call the attention of the Department those works which, according to the plan of improvement suggested in t original project, come next in order. These are, a dam at Sycamore cree one below the mouth of Harpeth river; one at Palmyra island, and Dover shoals; one at Shelly's island; and one at Ingraham's shoa Further blasting of the point of rocks at the Devil's chute is necessar and a similar work at Camp Rowdy will be attended with equally benefic results. These works are indispensable to develope fully the advantag of the improvement effected at Flax patch, Harpeth shoals, Davis's ripp Line island, and the Devil's chute, as there is now more water at the places than at those before mentioned. There remains at this time, une pended of the former appropriation, about $11,000. Five thousand dolla will be expended during the fourth quarter of 1835, on the works no progressing; there will then remain $6,000 available for the ensuing ye and applicable to the projected work. This sum is wholly inadequate f their construction; a further estimate will be made by the superintende for $30,000, to be applied to that object. I have not the data necessary f estimating minutely the probable cost of the contemplated works; but, fro

extent of the improvements of which the Cumberland is capable, there be ample room for applying the surplus advantageously, should the unt called for by the superintendent exceed that which shall be found ssary for completing the dams.

s these works form a prominent part of the system commenced for the rovement of the Cumberland, and as but little advantage can be de- l from what is already done, unless the system be carried through, the ssity of the appropriation is obvious.

I have the honor to be, sir,

Very respctfully, your obedient servant,

A. H. BOWMAN, *Lt. of Engineers.*

P.

CUMBERLAND ROAD OFFICE,
Columbus, Ohio, October 12, 1835.

. Gen. C. GRATIOT, *Chief Eng. Washington.*

IR: I have the honor to present my annual report of the condition of portion of the Cumberland road, in Ohio under the control of the ed States, exhibiting the progress made in its construction since the 30th eptember, 1834.

ECOND DIVISION—Embraced between the town of Zanesville and the of Columbus.

Masonry.—The several structures between the 22d and 53d miles, inclu- have been thoroughly repaired and pointed, preparatory to this part of road being delivered up to the State.

Carpentry.—The wooden superstructure of the bridge over the south of Licking creek, on the 25th mile, has been repaired and strengthened by tional braces to secure it against lateral motion. Some slight repairs e made to the bridge over the canal feeder, on the 32d mile, and others be required to the flooring of those over Black Lick, Big Walnut, and m creeks, previous to their being turned over to the State.

Covering.—The third and last stratum of metal was placed upon eleven s of the road, viz: Between the 22d and 32d miles inclusive, during winter and the early part of the spring of this year; and this portion of road was received by the Governor of the State in the month of May. m the 32d mile to this place, a distance of twenty-one miles, nearly the le of the metallic covering has been prepared for the three strata. On 30th of September, seventeen miles of this portion were covered with inches of prepared gravel and quarry limestone, leaving but four miles hout any metallic cover. The whole of this division of the road would e been completed, so far as regards the two first strata of metal, early in last month, had not the unusually wet weather experienced this year, rded this branch of our operations from the very commencement of the king season. Much greater difficulties have been encountered than was rst anticipated, in procuring a sufficient quantity of gravel for the cover- having nearly exhausted the whole district of country between the king canal feeder and this city, of that material, in obtaining the required unt of stone for the completion of this section. Such progress, how- , has been made in the work, as to warrant the belief that this division be finished, and placed under the control of the State, in the course of next month.

The quantity of metal prepared for the 2d division, since my last an report, is 18,920.66 rods, or 62,438.17 perches of 25 cubic feet.

Graduation.—The side ditches and slopes of the road between the and 32d miles, inclusive, were prepared previously to this portion b turned over to the State. The shoulders and drains of the remaining pa this division, will require some repair upon its final completion.

THIRD DIVISION.—Embraced between the city of Columbus and town of Springfield.

Masonry.—The abutments and pier of the bridge over the Scioto r are in a rapid state of forwardness, and it is expected will be finished present month. The masonry between Columbus and Jefferson, has un gone a thorough revision. All the culverts and one bridge have been tirely rebuilt, and such portions of the other structures as were foun be defective, have been taken down and renewed.

Between Jefferson and Springfield the masonry is nearly completed, should the weather prove favorable for the remainder of the working sea it is confidently anticipated that the whole of the masonry on this divisio the road will be brought to a close.

Carpentry.—The wooden superstructure of the bridge over the Sc river is nearly raised; it will be roofed, and the flooring laid, in all the mo of November, so as to admit the travel over it, if necessary, at that time.

This structure will be finished the present year, if the weather is favor for out-door operations. The bridges over Big and Little Darby cre have been strengthed by upper lateral braces. That over the latter str will require still further repairs the ensuing year, to counteract the tende it has to twist, caused in a great measure by the weakness of the woo arches connected with the truss frames. The bridge over Beaver creek, the 37th mile, is raised and will be completed in the next month. Par the timber for that over Deer creek, on the 22d mile, has been collected the site of the work, and piled for seasoning and preservation from weather.

Covering.—The greater part of the material for the first and second str of metal between this place and Jefferson, a distance of fourteen miles, been prepared, and upwards of four miles have been covered with a de of six inches of stones. Every exertion will be made to get as great an tent of this division of the road covered the present season, as the state of weather and our limited means will permit. The whole of the third strat of metal has been prepared for the three miles immediately west of this c The quantity of metal prepared for the third division is 7,859.09 rods, 25,935 perches of 25 cubic feet.

Graduation.—The graduation of twelve miles of the road between J ferson and Springfield, was finished on the 30th ultimo; six more will completed the present month, and another mile in the month of Novemb making in all nineteen miles, and leaving ten still to finish. It is to be gretted that the want of funds will compel us to defer the completion of t part of the work for another year, as part of the district, yet untouched, volves very considerable excavation and embankment, the latter of whi it is all important should be made this winter, in order that the nec sary subsidence may take place, previous to this portion of the road ceiving the cover of metal proposed to be placed upon it the next seas

FOURTH DIVISION—Embraced between the town of Springfield and t Indiana State line.

Masonry.—An arched culvert has been built over Mill run in the town f Springfield. About forty rods of graduation have been completed to the ast of this structure, being an extension of the graduation of South street, rom the termination of the 3d division. Sixty rods to the west of the culert will be finished and gravelled this month, which will include nearly he whole of the graduation to be done in the town.

Clearing and grubbing.—Six miles of clearing and grubbing were completed last year after the 30th of September, which with the six miles previously reported as finished, make twelve miles of this section of the road pened, and leaving nearly forty-two miles still to clear and grub.

Congress, at its last session, having directed that a review of the line of he road, between Springfield, Ohio, and Richmond in Indiana, should be nade, our operations on this division were necessarily suspended, until the nal result of this reconnoisance should be made known, in compliance vith the instructions of the Department to me on that subject, under date of he 16th of March last.

The project of operations for the year 1836 is as follows:

THIRD DIVISION—*Masonry.*—To repoint the masonry between this place nd the 24th mile, previous to this portion of the road being delivered up o the State.

Carpentry.—To complete the wooden superstructure of the bridge over Deer creek, and make the necessary repairs to those across the Darbys.

Covering.—To complete the first and second strata of metal to Jefferson, nd to prepare and put on the same depth of covering from thence to Springield. Subsequently to prepare and put on the third stratum of metal from Columbus to the twenty-third mile, inclusive, and deliver this part of the oad up to the State.

Graduation.—To complete the graduation of that portion of the road unnished between Jefferson and Springfield, and make the necessary repairs o those sections turned over to the State.

FOURTH DIVISION—*Masonry.*—To complete the masonry between Springfield and the twentieth mile, inclusive, west from thence.

Carpentry—To complete the wooden superstructures of the bridge over Mad river, those over Donnel and Jackson creeks across the Great Miami iver, and the canal where it intersects the road.

Graduation.—To complete the graduation between Springfield and the 0th mile, inclusive, west from thence.

Clearing and grubbing.—To complete the clearing and grubbing through he State.

Causes which have operated against the advancement of the work.—Early in the spring, and during the greater part of the summer, grain of very description was held at so high a price, as to deter most persons owning teams from bringing them on to the road, without the expectation of a onsiderable advance upon our usual rates of hauling. In fact, the value f this species of labor was so much enhanced as to induce us to curtail, as ar as was consistent with the nature of our operations, this most expensive art of the work, until after the season of harvest.

Another cause which has operated most materially against us, and which as tended to swell the costs of this particular labor, as well as that of every ther, is the succession of wet weather, by which the roads, during the greatr part of the summer months, were kept in as wretched a condition as they re usually left upon their breaking up after the winter. This has added

greatly to the expense of the masonry and covering, the materials for both having to be hauled considerable distances, particularly for the former work; the transportation of the stone for one structure being twenty-five miles. A heavy expenditure, consequent upon this most remarkable season, was the loss of labor in preparing the surface of the road again and again for the reception of the metallic cover; the frequent rains, with the increased amount of travel, having destroyed the graded surface before it could be covered with metal. This has been so great an evil, on the division of the road west of this place, as to compel us to prohibit the travel upon it until the metal is put on.

Sickness, too, has been more than usually prevalent along the line of the road, induced, no doubt, by the humidity of the atmosphere, and the sudden changes of temperature.

From all these causes combined, the progress of the road this season has not been as great as was anticipated, although the amount of work done, as is shown by the exposition of the state of our operations, exceeds very considerably that of any former year.

Resources of the country as regards materials.—That portion of the second division embraced between the 32d mile and this city. Sandstone for building is found at different distances from the line of the road, but generally of a very inferior quality. A few detached masses of limestone have been discovered, but not in sufficient quantities for any of the purposes of the road. Lime has therefore to be brought from the third division of this section. Sand in considerable varieties is found at the streams crossing the line of the road, some of which are pretty clean and sharp, but generally of too fine a grain for stone mortar. There being no quarry stone suitable for metal for the cover of the road, recourse has been had to the gravel banks lying north and south of the line of the road for a material for that purpose. This gravel is of various qualities, being a mixture of sandstone, slate and limestone, the latter predominating the nearer we approach the city. The material thus procured was passed through iron screens, in order to free it from sand and clay, and subsequently broken to the prescribed weight of four ounces.

Lumber.—Elm, beech, hickory and the different varieties of the oak, walnut, maple, ash and locust, are found in greater or less abundance throughout this section.

THIRD DIVISION—Limestone, of an excellent quality, and in large masses, for building, is found at the eastern extremity of this division; and from a quarry three miles west of this place, we have drawn our principal supply of materials for the construction of the bridges and culverts to the 28th mile; from thence to Springfield, the stone has been supplied from a quarry two miles west of that town. The Darbys, which it was supposed would furnish an abundant supply of good building materials, have failed almost entirely in this respect, the stone being inferior in quality and of bad shape for constructions. After a considerable expenditure of money, we were obliged to abandon those quarries, on account of the great cost in working them. For twenty-nine miles of this division no quarry stone is to be found. Lime, of a very good quality, is to be had in abundance, and at a cheap rate. Building sand, of a suitable grain for stone mortar, and pretty free from loam, is procured from the Scioto river and its neighborhood, and in the vicinity of the Darbys and Springfield. Stone for the metallic covering, between this city and Jefferson, is obtained from the quarries and gravel

banks, the latter of which furnish nearly a pure limestone. Between Jefferson and Springfield, our chief dependence must be upon the gravel banks, for a material for the cover of this section of the road. These banks have yet to be explored; the estimate for this particular part of the work is based upon some uncertainty, and may vary in amount. The same description of lumber is found on this division as on the second.

Fourth Division.—Limestone in abundance, it is supposed, will be found on this division, not only for building but for the cover of the road. Lime can be had at a reasonable rate. Sand for mortar, it is presumed, can be obtained at the principal streams to be crossed.

In addition to the timber specified as growing on the second division, is to be added white and yellow poplars, which are found west of Mad river.

Plan of administration.—The superintendent, aided by three assistants, one inspector, one superintendent of masonry, and five principal overseers, supervise the operations on the road. Two clerks are employed in the office.

Accompanying this report is an estimate, in detail, of the funds required for carrying into effect the project of operations for the year 1836. This estimate may seem large, but it is not greater than the steady advancement of the work requires, and it is therefore hoped that the sum asked to be appriated by Congress for the road in this State, the coming year, may not be less than the amount named in the estimate.

The annual statement of the operations on the road up to the 30th of September, 1835, showing the cost of the several parts of the work, will be forwarded to the Department as soon as the necessary data can be obtained from the disbursing agent at this place.

In conclusion, I would respectfully urge the necessity of an early appropriation as of vital importance to the progress as well as the interests of the road.

All which is very respectfully submitted.

H. BREWERTON,
Lt. of Engineers.

Q.

Report on the progress made in the repair of the Cumberland road east of the Ohio, during the year ending 30th September, 1835.

Brownsville, Pa. *September* 30, 1835.

At the date of the last annual report on the repairs of the Cumberland road east of the Ohio, the operations were progressing rapidly under an appropriation of three hundred thousand dollars, to finish the road from Cumberland to Wheeling, on such a reduced scale and modified plan, as this limited sum, not half the estimated amount, would effect. Contracts had been made in August, of 1834, under that appropriation, for finishing the grade of the new route near Cumberland; constructing the masonry and wooden superstructure of the bridges over Will's creek and Braddock's run; grading 48 miles of road in Washington county, Pennsylvania, and Ohio county, Virginia; and for putting on a stratum of metal the whole length of the road. These contracts were principally carried into effect by the close of the year 1834, and finished, excepting the bridges, in the spring of this

year, 1835, when the whole road from Cumberland to Wheeling was graded and covered with McAdam metal, varying in thickness from three to nine inches.

In March, 1835, an appropriation was made of $346,186, to complete the repairs on the plan originally contemplated, with a proviso, that no part of this sum should be expended, until the road was surrendered to, and accepted by, the States through which it passed.

On the 18th of April information was received that the road had been accepted by the States, and commissioners appointed to erect toll gates and houses, and collect toll. Further progress was at once put a stop to in the construction of the bridges near Cumberland, the timber for which had all been procured and partly worked.

By the first of May contracts were concluded for putting on a stratum of metal in Pennsylvania and Maryland, and in August for putting on another stratum, being the last required to bring the whole road to a uniform thickness and strength of nine inches of good limestone metal.

The work in the State of Virginia passed from under my superintendence, into the hands of the commissioners of that State, who have since carried into effect the arrangements and system I had adopted, and made contracts so soon as being appointed, for putting on a stratum of metal through that part of the road. By the 30th of September the contracts for the first stratum of metal had been principally completed, and considerable progress made in the execution of the second and last stratum. The masonry of the bridges near Cumberland, on the original plan of stone arches, being remodified to suit the changes introduced by the changes of last year, to wooden superstructure, was put under contract, and two of them so far progressed with as the completion of the arches. The third or large bridge, over Will's creek, was put under contract late in the season; the centre pier only was required to be built this fall, time not being sufficient to prepare the stone and close the arches before the climate puts a stop to mortar masonry. The arch stones of this bridge are preparing, and the whole structure is to be finished by next July.

The Dunlap's creek bridge was also put under contract late in the season, on account of the difficulty of obtaining the right of way, and ground for the wing walls, in Bridgeport; local interests coming in collision with the public good, arrested the progress of this work to so late a period, that the foundation of the southern abutment only have been secured. This work will be finished next season, and promises to be a good specimen of the art of masonry, being composed of blocks of stone of not less than fifteen cubic feet, and so well jointed throughout the whole mass, as to admit of a cask of cement in laying twenty perches.

The masonry of the parapets of the old bridges and culverts in Washington county, has been repaired in some cases by rebuilding the whole parapet with new materials, and in other cases relaying the old coping. In Fayette county the parapets have been partially repaired; they remain to be finished next season, as is the case also with those in Maryland. The quantity of work done during the year consists of quarrying, hauling, breaking to four ounces, and putting on the road, two hundred and twenty-eight thousand perches of metal; preparing forty thousand other perches of metal on the side roads ready to put on; delivering twenty-eight thousand seven hundred perches of stone on the side roads to be broken to four ounce metal; constructing four thousand seven hundred and thirteen perches of masonry,

in bridges, culverts, and parapet walls; cutting and laying three thousand six hundred and fifty-four feet (running measure) of heavy coping; and relaying twelve hundred and seven feet of old coping.

There remains to be executed at the present time, to complete the work, the contracts for the last coat of metal, now in rapid progress, making up the side roads, and opening thoroughly the water ways, that is now under contract to be finished by the 30th November, and the masonry of the bridges as before stated.

All of which is respectfully submitted.

R. DELAFIELD,
Capt. of Engineers.

To Brig. Gen. C. GRATIOT,
Chief Engineer.

ANNUAL STATEMENT exhibiting the progress made in the repairs of the Cumberland Road east of the Ohio, to the 30th September, 1834, as also the progress made during the year ending 30th September, 1835, and the application of the balance of the appropriation remaining on hand on the 30th September, 1835.

Amount in hands of the Agent on the 30th Sept. 1834.	Amount in Treasury undrawn on the 30th September, 1834.	Amount of Tolls, Stock, &c. sold during the year ending 30 Sept. 1835.	Amount of appropriation for the year 1835.	Amount available for the 4th quarter of 1834, and the year 1835.	Amount in Treasury undrawn on the 30th September, 1835.	Amount in hands of the Agents on the 30th Sept. 1835.*	Amount available for the 4th quarter of 1835, and final completion of the work.
$45 69	$230,000 00	$584 08	$346,186 58	$576,816 35	$12,235 03	$167,557 90	$179,792 93

State of the work on the 30th Sept. 1834.		Work executed during the year ending 30th September, 1835.		Application of the sum available for the 4th quarter of 1835.	
Up to this period the following quantities of work have been executed:		During the year ending the 30th September, 1835, the following work was executed:		For the 3d and last stratum of metal on the 1st division, balance unpaid,	$13,531 29
Perches of stone delivered on the road side,	32,127	Perches of stone prepared to 4 oz. metal, and put on the road,	228,035	For 3d do. 2d do.	12,871 37
Perches of stone broken to 4 oz. and ready to put on,	49,615	Perches of stone prepared to 4 oz. metal, and ready to be put on,	40,076	For 3d do. 3d do.	11,337 70
Rods in length of road graded ready to receive the metal,	19,803	Perches of stone quarried and delivered on side road for metal,	28,730	For 3d do. 4th do.	1,302 00
Rods in length of road covered with 3 inches of metal,	1,216	Perches of masonry laid in bridges, culverts, and side walls,	4,713	For 3d do. 5th do.	9,519 37
Rods do. do. 4½	6,149	Coping, cut, and laid on parapet walls, running feet,	3,654	For 3d do. 6th do.	15,574 47
Rods do. do. 6	2,688	Old coping taken up and relaid, running feet,	1,207	For the masonry of Will's creek and Braddock's run, bridges,	20,000 00
Rods do. do. 9	2,926	The total cost of the above work and expenditures during the year ending 30th Sept. 1835,	$397,023 42	For the masonry of the parapets of old bridges, in Maryland,	5,000 00
Rods do. all the stone necessary,	11,463			For making up side roads, and opening ditches and drains, on 1st division,	2,700 00
Perches of stone at quarries,	835			For do. do. 2d do.	2,500 00
Perches of masonry laid in culverts, bridges, and walls,	8,692			For do. do. 3d do.	3,700 00
Number of culverts constructed on the road,	183			For do. do. 4th do.	2,482 00
Number of places where the grade has been reduced,	71	The total cost of the road up to the 30th Sept. 1835, from		For do. do. 5th do.	2,370 72
				For do. do. 6th do.	2,664 04
				For repairs of masonry of parapets of old bridges in Pennsylvania,	5,500 00
				For putting up the cast iron and the masonry of the bridges, over Dunlap's creek,	25,000 00

Number of yards of earth excavated, 167,051
Number of yards of rock excavated, 26,870

The total cost of the above work, and of the road to the 30th September, 1834, was $380,065 92

the commencement of the repairs, is - - - $770,089 34

Due for masonry constructed on the 6th division, - 1,200 00
For office rent, - - - - - 125 00
For clerk-hire and stationery, - - - 400 00
For forage and livery of horses used by Engineers and Assistants, - - - - - - - 450 00
For commutation for fuel and quarters for the officers of the army on this duty, - - - - 1,400 00
For salaries of superintendents. - - - 2,300 00
For cast iron mile posts, - - - - 2,000 00
For postage and transportation of Engineers from other public works, - - - - - 150 00
For fencing along the precipices, depositing a supply of metal along the road, and unforeseen and contingent expenses in Pennsylvania and Maryland, - 19,623 33
For putting on the last stratum of metal on five miles of the 7th division, and repairing the masonry of parapets, building culverts in place of five large and deep hollow ways, making up side roads, and repair of the masonry in Wheeling, in Virginia, - 16,091 64

Amount available on the 30th September, 1835. $179,792 93

Amount in the hands of Merchants' and Manufacturers' Bank at Pittsburg, - - - $151,466 26
Do do do Bank at Wheeling, - - - 16,091 64

$167,557 90

To Brigadier General GRATIOT, *Chief Engineer*.

RICHARD DELAFIELD,
Captain of Engineers.

BROWNSVILLE, *Nov.* 6, 1835.

R.

PHILADELPHIA, *Nov.* 23, 1835.

Gen. C. GRATIOT, *Chief Engineer:*

SIR: I have the honor to submit the following statement, showing the results of a portion of the observations made during the last season, for determining the latitude of certain points connected with the settlement of the northern boundary of Ohio, as required by the act of July 14th, 1832.

The results are deduced from taking the mean of a number of observations on twenty fixed stars. The very near coincidence in the deductions made from each observation on the same star; as also their accordance with other results, obtained from a series of observations on other stars, which have also been calculated; induce me to believe, that the latitudes of the several points are true to the nearest second.

1. The most southern extreme of lake Michigan is in latitude 41 deg. 37 min. 07 sec. N.

The greatest difference, arising from a comparison of the observations, being 03.05 sec. and the greatest difference from the mean result, 01.17 sec.

2. From observations upon a portion of the same stars, made on the Maumee river, near the east line, recognized as Fulton's, where that line crosses the Maumee, and referred to said line, the latitude is found to be 41 deg. 37 min. 08 sec. N. or about 101 feet north of the parallel tangent to the south bend of lake Michigan.

This result is obtained from a mean of five determinations; the greatest difference found, on comparing the observations, being 01.67 sec. and the greatest difference from the mean result, 00.98 sec.

3. The north cape of the Maumee bay is in latitude 41 deg. 44 min. 07 sec. N.

This result is obtained from a series of observations made on fourteen different stars, the greatest difference, as before, being 02.56 sec. and the difference obtained, from a comparison with the mean result, being 01.50 sec.

The observations from which the above latitude is deduced, were made on Turtle island; the difference of latitude having been determined trigonometrically.

The latitude of the astronomical station on Turtle island, Maumee bay, is 41 deg. 45 min. 12 sec. N.

4. For the determination of the latitude of the most southerly point of the boundary heretofore established, between the United States and Canada, in lake Erie, two positions were chosen:

The first, 2½ miles east of Huron, Ohio, on the margin of the lake, and in the immediate neighborhood of its most southwardly bend. The result of the observations made at this station, fixed the latitude of the most southerly bend of Lake Erie at 41 deg. 22 min. 54 sec. N.

The second position was taken at Point Pele, Canada, nearly due north of the first position. From a series of observations made at this station, it is found that the southern extreme of Point Pele is in north latitude, 41 deg. 53 min. 59 sec.; and further, that it appears from the results of the survey and triangulation, connecting this station with Point Pele island, that Point Pele, when surveyed under the orders of the commissioners appointed to settle the position of the territorial line between the United States and Great Britain, under the treaty of Ghent, projected much further into the lake than it does at present; and that, as near as it can be ascertained

from a comparison of the two surveys, this point in 1818 was in north latitude 41 deg. 52 min. 24 sec.

The latitudes of the two last mentioned points, furnish the data from which the most southwardly point of the territorial boundary, in Lake Erie, must be determined, because "a line along the middle of Lake Erie" must make its greatest southing between these two points.

Before this latitude can be determined, however, the principle which governs in its location must be established. A middle point on the meridian, between the two shores, is found to be in latitude 41 deg. 38 min. 26.5 sec. north, from a portion of the data given above. A middle point on the same meridian, in 1818, was in latitude 41 deg. 37 min. 39 sec. north, deduced from another portion of the same data; now, a line dividing the lake into two *equal* parts, and perpendicular to lines radiating from Point Pele, is found to be in north latitude 41 deg. 33 min. 15 sec.

In 1818 it is found in latitude 41 deg. 32 min. 44 sec.

It will be observed, that in both cases, under the first construction of the language used in the decision of the commissioners, relating to the territorial boundary, the due east line from the south bend of Lake Michigan, will pass south of said territorial line; and that, under the last construction, in both cases, the territorial line will be intersected by a line running due east from the south bend of Lake Michigan.

For the longitude of the several points abovementioned, I have the honor to refer to my report furnished in January, 1834.*

I have the honor to be,
Very respectfully,
Your obedient servant,
A. TALCOTT,
Captain of Engineers.

**A TABLE of the latitude and longitude of certain points required to be determined by the law of July, 1832, with a view to the adjustment of the Northern Boundary of the State of Ohio.*

	Latitude north.	Longitude in degrees.	Longitude in time.
			h. m. sec.
Bay point, or north cape of Maumee bay -	41° 44′ 02″.4	83° 18′ 55″.5	5 33 15.7
Turtle island, Lake Erie - - -	41° 45′ 08″.8	83° 17′ 22″.5	5 33 09.5
Gull island, Lake Erie - -	41° 39′ 30″.5	82° 33′ 54″	5 30 15.6
South bend of Lake Michigan - -	41° 37′ 07″.9	87° 09′ 06″	5 48 36.4
Station on Mississippi river - -	41° 38′ 10″.5	90° 13′ 45″	6 00 55.6
Most southern point of United States boundary in Lake Erie - - -	41° 38′ 38″	82° 23′ 34″	5 29 34.3
The intersection of a line drawn from the southern bend of Lake Michigan to the southern point of the United States boundary in Lake Erie - - Maumee river - with Lake Erie -	41° 39′ 23″.4	83° 26′ 10″.5	5 33 45.2
	41° 39′ 13″	83° 11′ 35″	5 32 46.3

S.

UNITED STATES MILITARY ACADEMY.

Report of the Board of Visiters invited by the Secretary of War to attend the General Examination of the Cadets of the United States Military Academy.

Honorable Lewis Cass,
Secretary of War:

Sir: The undersigned having attended the general examination of the cadets of the United States Military Academy, as a Board of Visiters, submit the following report as the result of their observations.

The Board directed their inquiries to the course of instruction, both military and scientific, to the internal police, discipline, and fiscal concerns of the institution. In making these inquiries, every facility was afforded by the superintendent and members of the academic staff. In order that these inquires might be prosecuted with greater advantage, committees were appointed by the Board, with instructions to inquire especially into the portion of the foregoing subjects, referred to them respectively, and to report the result of their observations.

The reports of those committees, which are herewith transmitted, will convey to you much information, in detail, which could not conveniently be embodied in this report.

As this is professedly a military institution, the attention of the Board was first directed to the course of military instruction. Although this branch embraces a wide field, it is intended to speak of it as limited to engineering, artillery, and infantry tactics.

Engineering is divided into two branches—civil and military; and, in connection with the latter, is taught the science of war, so far as it relates to the attack and defence of military positions, and the providing of defensive means for an army operating in the field.

In the course of civil engineering is taught the properties, preparations, and use of materials of construction; elementary parts of buildings, and the art of construction generally, including decorative architecture; the manner of laying out and constructing roads, the construction of the various kinds of bridges, the general principles which regulate the removal of obstructions that impede the navigation of rivers; the survey, location, and construction of canals and railroads; and the formation of artificial, and the improvement of natural, harbors. This branch is taught to the first or graduating class, by lectures, and a series of drawings and notes, prepared by the professor from the best authorities, and lithographed at the press belonging to the institution, under the title of "Outlines of the Course of Civil Engineering." Drawings, illustrative of the prominent parts of the subject, are executed by the cadets; and these exhibit great neatness of execution, as well as much precision and detail.

Next in order is the course of military engineering.

This comprises field and permanent fortification. In the first are taught, to the same class, the principles which regulate the construction of field entrenchments; the different kinds of lines; batteries for the various kinds of ordnance; the armament of entrenchments, with reference to the attack and

...ice; enclosed and detached works; defence of posts, and the construction of military bridges; permanent fortification, including a complete description of the bastion front; the attack and defence of the same; a critical examination of the principal systems of fortifications; the construction and armament of a fortress; the hydraulic works used in the defence of military positions; mining; the pinciples of defilement, and their application to works constructed for inland and maritime defence. Military engineering is taught from a text book, and from notes prepared with judgment and skill by the professor; the whole being amply illustrated by drawings, executed by the students under the immediate supervision of instructors.

To the professional ability of the professor, to whom this department is confided, the very able and satisfactory manner in which his pupils acquitted themselves in the various parts of their course at the black board, in presence of the Visiters, afforded the most pleasing and ample testimony.

No changes, either in the course of study or organization are, at present, contemplated, nor are any deemed necessary. The Board, however, would recommend the continuance of small appropriations of money, by Congress, for the purpose of providing the department with such works and models as the professor may from time to time require.

Instruction is given to the cadets of the first class in artillery tactics, during the encampment, which usually commences in June, and terminates on the first of September following. During this time, they are required to recite upon a system of field artillery, at the same time that they are taught a course of pyrotechny, mortar exercise, and target practice, with guns of various calibre, as well as mortars and howitzers. Cadets of the other classes are also taught the drill of field artillery, during the suspension of the other academic studies.

It is thought by the officer at the head of this department, that the time allowed for recitation is insufficient, and that much which ought to be studied thoroughly is necessarily passed over rapidly.

In our country there is no establishment provided by law, especially for instruction in artillery. All the education our officers receive in this branch of study is, with the exception of the mere drill of an artillery garrison, obtained at this place. This deficiency would seem to suggest the importance of placing this department of the Academy upon a more enlarged and permanent basis.

It is the opinion of the Board, that it would be greatly to the advantage of this course of instruction, if a permanent assistant were attached to it, instead of the mode now in use of detailing cadets from the graduating class.

In connection with this subject, the Board would remark, that the moving of ordnance on the field, by the bodily exertions of the cadets alone, is a requisition upon them of great severity, and is at the same time obnoxious to the objection, that it keeps the cadets entirely unskilled in the only mode of using the field piece employed in actual service. The Board would, therefore, suggest the propriety of procuring a number of horses sufficient for artillery exercise, and also for instruction in cavalry tactics.

The same horses would be used for both purposes, and the number required would not exceed forty.

Cavalry tactics have never been taught at this Academy. Cavalry, as an

arm of national defence, is confessedly of great importance. It is submi ted whether instructions in that branch might not be advantageously adde to the course of instruction at this institution.

The ordnance stores furnished for the year, are good in quality and su ficient in quantity. Some field pieces and guns of different calibre a wanted, to render this department complete, which are particularly detaile in the report of the committee on this subject.

On drill, and in firing in the field, the cadets exhibited a thorough knov ledge of the manœuvres and evolutions in this important arm of service and in their drawings and mathematical demonstrations at the black boar they evinced high proficiency in the theory and practice of gunner Their target firing and accuracy of throwing shells, are very commen able, and afford unequivocal evidence of great zeal and ability on the pa of the instructer, for which he is entitled to much credit.

The corps of cadets, organized as a battalion of infantry, exhibits on t field a perfect knowledge of infantry tactics, and performs all the evol tions of the line and of the battalion, with facility and accuracy. The appearance in dress, in the condition of their arms and accoutrements, a well as in soldier-like bearing, is highly gratifying, and deserves much co mendation, whilst it reflects much credit on the experienced officer wh commands them.

With regard to the course of study in the other branches which a taught, agreeably to the regulations of the institution, the Board was we satisfied with the abilities and zeal of the professors and their assistants.

Besides the branches already mentioned, the cadets of the first or grad ating class were examined on moral and political science, and on minera ogy and geology, on all of which they exhibited attainments that cou only be the result of much attention on their part, aided by skill and pers verance on the part of the professors and their assistants.

In moral and political science, the first class was subjected to a satisfa tory examination. The familiarity they evinced with the several syste of ethics propounded by distinguished masters at different periods, showe that their minds had been effectually directed to the distinguishing chara teristics of those systems, and their relative merits closely compared by the and familiarly understood. The examination on the subject of governme and constitutional law, were highly gratifying, with room, it is true, f slight shades of difference in opinion on the latter topic; the discussio and replies of the class were such as showed a just comprehension of t nature and objects of civil government in general, of the peculiar a unique and happy system under which they live; qualifying them at on for a participation in the pursuits of civil and political life, and teachi them duly to appreciate the blessings of those institutions, which, as soldie they may be called upon to defend.

The second class was examined on natural and experimental philos phy, on chemistry, and drawing. On these branches, the proficiency the cadets was quite creditable to themselves and to their instructers. T knowledge which the pupils seem to have acquired in the important bran of chemistry, not only of its general principles, but of their application detail, was gratifying. The specimens of drawing by the cadets, exhibit to the Board, showed a practical acquaintance with this branch, which d monstrated that they are fitted at once to apply their acquirements to p poses of practical utility.

The third class was examined in mathematics, in the French language, nd drawing.

The fourth class in mathematics and the French language.

It has often been remarked, that in no school is the mathematics more ıoroughly taught than at this institution. The correctness of this re- ıark was quite manifest during the present examination, whenever ıathematics or any other branch dependent on that science was under- onsideration.

The examinations on the French language were very satisfactory. To ıose acquainted with the language, there appeared, by the course of in- truction, to be imparted to the student a thorough knowledge of the prin- iples of the language.

Some of the members of the Board had an opportunity of witnessing the roficiency of the cadets under the instructions of the sword master. It ras thought to be quite creditable. Whilst the instructions of the sword ıaster secure to the officer and soldier the best means of personal defence, ıe exercise connected with them is well fitted to improve the health, and to npart to the muscular system tone and vigor.

As connected with the course of study, the Board has thought proper to ɜmark, that a good library, a chemical and philosophical apparatus, are ɜssential aids in imparting scientific instruction. It is believed an important ɜnefit would be conferred on the institution, by adding to the library some f the periodical works which contain the earliest, and, at the same time, ıe most learned dissertations upon the improvements of the day.

The situation of the professorship of chemistry, it is thought, might be laced on a better footing. At present it is subsidiary in every respect. It recommended that it be placed on an equality with the independent pro- ɜssorships, and that there be two assistants, one of whom should be the pro- ɜssor of mineralogy. The whole course of study, as conducted, it is be- eved, is well fitted to create a fund of information which cannot fail to be f inestimable value to our country in a civil as well as military point of iew.

The attention of the Board was directed to the course of religious instruc- on. This course is necessarily of vital importance. During the present isitation the chaplain, to whom this department is entrusted, has been un- ɜr arrest. There was, therefore, no opportunity of witnessing the man- ɜr in which the duties belonging to this department are performed. The nportance of the duties to be performed by the chaplain, has induced the oard of Visiters to recommend that the Secretary of War institute an in- uiry into the causes which have led to a suspension of the performance of ıose duties.

With regard to the internal police it is entitled to high approbation. The ɔndition of the hospital is fully suited to the object of securing to the cadets l the comforts and all medical aid that they can require in ordinary cases f indisposition. Clean, well ventilated, and properly attended by nurses, ɔthing need be added on these heads; recent circumstances, however, have ggested the propriety of enlarging the number of surgical instruments.

The south barrack, which is the oldest building of the kind at this post, badly constructed. The rooms are too small, and they are injudiciously sposed. It is recommended that they be rebuilt.

Both barracks present an air of cleanliness and order that reflects credit ı all concerned.

The steward's hall, where the cadets mess in common, was visited. It was found that the cadets are supplied with good and wholesome fo

A building for a chapel has been commenced, and it is thought will be completed this year.

The store house is an old and very insecure building and altogether u for the use to which it is applied; a new one is recommended for the s keeping of the stores deposited here.

The fiscal concerns of the institution were brought to the notice of Board. The disbursements are found to be made in accordance with appropriations made, and a system of order and economy prevails. A bu ing for military and other exercises, so requisite for the successful pros tion of military knowledge during the inclement season of the year, and the health of the cadets, has been commenced, under the appropriation that purpose.

An improvement is recommended in the apartments appropriated to use of the chemical laboratory, library and philosophical apparat They are too small, and exposed to danger in making chemical experime

The teacher of drawing is entirely destitute of the convenience nec sary to the practice, study, and of course improvement, in his professi The building of an apartment for that purpose is recommended, the e mated expense whereof will not exceed eight hundred dollars.

In the accounts of the treasurer and quartermaster the expenditure pears to be rigidly confined within the appropriation. The whole fiscal rangment meets the entire approbation of the Board. The attention tha paid to economy in all the details of the institution is very satisfacto There remains in the treasury an unexpended balance of the appropriat of last year of eight thousand dollars.

Upon the whole, the Board is of opinion that the institution is well c ducted; that the objects to be attained by its continuance are of very gr importance to the community. Knowledge is obtained by means of t institution which is indispensable to the successful conduct of milit affairs. Not only is the knowledge imparted to those educated here, val ble in time of war, but should a state of war be looked upon as remote, knowledge acquired is scarcely less valuable in time of peace, when appl to the prosecution of the various improvements which are so rapidly dev oping and enlarging the resources of our country. But the hope that pe shall be perpetual should not be indulged to our detriment. The me most essential to the resistance of aggression should always be within reach. The humiliating disasters, the waste of life and treasure, that mark the commencement of the late war, for want of a knowledge of what shou be deemed the elementary principles in the science of war, are still fresh the recollection of many. This institution, it is believed, is well fitted obviate the recurrence of such calamities, from the same cause. At an tense less than is requisite to keep in commission a frigate of the larg class, knowledge of the science of war, in principle and in practical det is imparted to a sufficient number of citizens of our own country, to ena us, in any emergency, to conduct our military operations on a footing equality with the most skilful enemy. When it is considered that succ in war is slightly dependent on either the numbers or courage of the parti but is most generally the result of the scientific and skilful combinations causes, the effect of which is foreseen and calculated almost with the precisi

a mathematical problem, it would be a source of most painful reflection, at a country, justly proud of its freedom and liberal institutions, should, want of appreciating the knowledge necessary to the defence of that eedom and those institutions, permit itself to be placed at the mercy of the emies of all liberty and liberal institutions. It cannot be denied that those vernments most hostile to liberty at the present day, are most ready to ap- eciate, and to appropriate, all the aids that can be derived from science and plied to the art of war. How important that those countries blessed with eedom should keep themselves on a footing of equality, not in the large- ss of their armies, but in the knowledge necessary to the formation of mies, and to direct them, when formed, with efficiency. The knowledge parted at this institution to the children of our own citizens, selected from ery part of the country, is so indispensable to our security, that to dissolve without providing a substitute possessed of advantages equal or preferable ould seem like retrograding from civilization towards barbarism, and well lculated to endanger our national independence.

P. V. DANIEL,
President of the Board of Visiters.
E. S. DAVIS, *South Carolina.*
PETER MARTIN, *Alabama.*
JOHN HUNTER, *Westchester, N. Y.*
JOHN BRAGG, *North Carolina.*
JONATHAN COGSWELL, *Connecticut.*
JOHN A. GRAHAM, *New York.*
WM. J. LEIPER, *Pennsylvania.*
WILLIAM C. FRAZER, *Pennsylvania.*
THOMAS J. PEW, *Kentucky.*
WM. C. LYMAN, *Georgia.*
EDWARD H. CARMICHAEL, *Virginia.*
CHARLES G. FERRIS, *New York.*
CALVIN BLYTHE, *Pennsylvania.*
WM. T. ROGERS, *Pennsylvania.*
H. ATKINSON, *Brig. Gen. U. S. Army.*

REPORTS OF COMMITTEES.

MILITARY INSTRUCTION.

UNITED STATES' MILITARY ACADEMY,
West Point, New York, June, 1835.

o PETER V. DANIEL, Esq.
President of the Board of Visiters:

SIR: The committee, whose attention has been directed by the Board to e department of military instruction in the Academy, have the honor to ubmit the result of their inquiries.

The great and leading objects of the institution being essentially milita it became a question of some interest to the committee to ascertain the su jects to be embraced within the range of their investigation. Were th to be determined by considerations of their obvious importance in the fo mation of a military character, the committee are of opinion that their rep should present a review of every branch taught at the Academy, for nothi has come to their observation that could, without disadvantage, be omitt The appointment of other committees, however, renders it obvious th such was not the intention of the Board, and they have, accordingly, limi their examinations to the departments of engineering, artillery, and infan tactics.

The course of engineering is divided into two branches—civil and mi tary; and in connection with the latter is taught the science of war, so as it relates to the attack and defence of military positions, and the providi of defensive means for an army operating in the field.

In the course of *civil engineering* are taught the properties, preparati and use of materials of construction; elementary parts of buildings, a the art of construction generally, including decorative architecture; t manner of laying out and constructing roads; the construction of the v rious kinds of bridges; the general principles which regulate the remov of obstructions that impede the navigation of rivers; the survey, locati and construction of canals and railroads; and the formation of artifici and the improvement of natural, harbors. This branch is taught to t first or graduating class by lectures, and a series of drawings and not prepared by the professor from the best authorites, and lithographed at t press belonging to the institution, under the title of "*Outlines of the Cour of Civil Engineering.*" Drawings, illustrative of the prominent parts the subject, are executed by the cadets; and these exhibit great neatne of execution, as well as much precision and detail.

Next in order comes the course of *military engineering*. This co prises *field and permanent fortifications*. In the first are taught, to t same class, the principles which regulate the construction of field entrenc ments; the different kinds of lines; batteries for the various kinds of or nance; the armament of entrenchments, with reference to the attack a defence; enclosed and detached works; defence of posts, and the constru tion of military bridges. *Permanent fortification* includes a complete d scription of the bastion front, constructed according to the principles Vauban and Cormontaigne; the attack and defence of the same; a critic examination of the principal systems of fortification; the construction a armament of a fortress; the hydraulic works used in the defence of milita positions; mining; the principles of defilement, and their application works constructed for inland and maritime defence. Military engineerin is taught from a text book, translated from the French of Gay de Verno by M. O'Connor, and from notes, prepared with judgment and skill, by t professor; the whole being amply illustrated by drawings, executed by t students, under the immediate supervision of instructers.

This department is confided to the care of Professor D. H. Mahan, whose professional ability, the very able and satisfactory manner in whic his pupils acquitted themselves in the various parts of their course at th black board, in presence of all the Visiters, as well as the committee, afforde the most pleasing and ample testimony. No changes, either in the cours of study or organization, are at present contemplated, nor are any deeme

necessary by the committee. They would, however, suggest to the Board the propriety of recommending the continuance of small appropriations of money by Congress, for the purpose of providing the department with such works and models as the professor may, from time to time, require. Models, illustrative of the subjects of architecture and engineering, facilitates greatly the labors of both instructer and pupil, and are indispensable to thorough instruction.

The committee next went into an examination of the department of artillery; and find that instruction is given in artillery tactics, to the cadets of the first class, during the encampment, which usually commences in the month of June, and terminates on the first of September following. During this time, they are required to recite upon a system of field artillery, abridged from Lallemand, at the same time that they are taught a course of pyrotechny, mortar exercise, and target practice, with guns of various calibres, as well as mortars and howitzers. Cadets of the other classes are also taught the drill of field artillery, during this suspension of the other academic studies.

At the commencement of the academic term in the fall, about two months are devoted to the study of the theory and practice of artillery, and the fabrication of cannon, &c.; and from one month to six weeks in the spring, to a review of the same subjects, preparatory to the June examination.

It is thought by the officer at the head of this department, that the time allowed for recitations, considering the difficulties and importance of the course, is insufficient, and that much which ought to be studied more thoroughly, is necessarily passed over rapidly.

Artillery in Europe is considered a most important arm of service, and much time and expense are devoted to its improvement. In our country there is no establishment provided by law especially for instruction in artillery; and all the education our officers receive in this branch of study, is, with the exception of the mere drill of an artillery garrison, obtained at this place. This deficiency would seem to suggest the importance of placing this department of the Academy upon a more enlarged and permanent basis.

It is also thought by the same officer, and approbated by the opinion of your committee, that it would be greatly to the advantage of this course of instruction, if a permanent assistant were attached to it. If practicable, this should be done with as little delay as possible. It has been customary to detach several cadets from the graduating class, who are detained here during the encampment, to aid in hearing recitations, and in giving practical instruction; but, in the opinion of your committee, this is obviously objectionable. These assistants are still cadets in feelings; and those whom they instruct regard them as equals and companions. Nor is it probable they feel the responsibility that should influence an instructer, owing to their connection with the department being so brief. One other circumstance which induces the committee to urge this point, is the fact that, in addition to his appropriate duties, the officer at the head of the department is also charged with the command of the United States troops on this station.

The supplies of ordnance stores furnished for the year are good in quality, and sufficient as to quantity; and within the last year, the department has been amply supplied with mortars and guns of heavy calibre, whilst a requisition for field pieces has not been complied with, owing, it is thought, to the circumstance of the ordnance department not having at its

disposal guns of the proper calibre and model. The field battery now i use is composed of pieces of various models, and their carriages are heav and difficult to manœuvre by manual force. A field battery of light six o four pounders, mounted on light carriages, would facilitate the evolution and manœuvres, and relieve the cadets from a heavy labor, to which the have been heretofore subjected.

The twelve pounders on hand are defective, and have been condemned but, possessing no others, they have been continued in use, by using sma charges. A battery of four twelve pounders and two twenty-four pounde howitzers, would render the department complete in this respect. All pr jectiles supplied for practice, should be of the best quality; without whicl there can be no satisfactory results in target firing; and, in consequence, n confidence on the part of the cadets in this branch of their course of study

On drills, and in firing in the field, the cadets exhibited a thoroug knowledge of the manœuvres and evolutions in this important arm of se vice; and in their drawings and mathematical demonstrations at the blac board, they evinced high proficiency in the theory and practice of gunnery Their target firing and accuracy of throwing shells are very commendable and afford unequivocal evidence of great zeal and ability on the part of th instructer, for which he is entitled to much credit.

The committee proceeded to an examination of the course of studies o the cadets as a corps of infantry. The organization is a battalion of fou companies, having an appropriate number of officers and non-commission ed officers agreeably to the regulations; and the whole is commanded b Major Fowle of the third infantry, an officer of experience and high mora worth.

This corps exhibits on the field a perfect knowledge of infantry tactics and perform all the evolutions of the line and of the battalion with facilit and accuracy. Their appearance in dress, in condition of their arms an accoutrements, as well as in soldier-like bearing, is most highly gratifyin and deserves much commendation.

The instruction imparted to the corps is given in the field and the recita ting room in infantry tactics. In witnessing their recitation in the hall o examination, the committee were of opinion that they fully understood th course, though in some instances deficient in explanation on subjects with which they exhibited an acquaintance in the field.

The committee would remark, in conclusion, that they are satisfied, in deed gratified, with the result of their inquiries into all the subjects referre to it for investigation.

H. ATKINSON, Brig. Gen. U. S. A.
Chairman of the Committee.

COURSE OF STUDIES.

The frequent detail of the course of study in this institution renders i unnecessary that your committee should enter fully into the description o it. But at the same time not to let pass unnoticed the proper encomium upon the able manner in which the professors acquit themselves to thei

own honor and the profit of the pupils. The most attentive examination into the various means of education have induced them to lay a particular stress upon the assistance offered by a good library, and chemical and philosophical apparatus. The former is but illy kept up by the present appropriation. It is true that all the standard works are here, but those on literature are not to be found, and as the earliest and at the same time the most learned dissertations upon the improvements of the day, are found in periodical works we suggest them to be added.

The professor on chemistry, which is more an Executive, than a lawful appointment, stands in a situation truly unpleasant: instead of being an independent professorship, it is in every respect subsidiary. And in this department, we propose the equalization of this professor with the others of this institution, and two assistants, one of whom should be the professor of mineralogy, with privileges in rank and pay.

When we look over the splendor and perfection of the philosophical apparatus, we cannot but be struck with the inappropriateness of the room. The crowded state of the instruments, and the injury that they would sustain by moving them for the purposes of instruction, must induce this committee to ask of the proper authorities a room better suited to this important collection, and prevent the deterioration they necessarily undergo. Improvements in the science of natural philosophy, nearly every branch of which is illustrated by instruments, require also aid by an annual appropriation larger than that now allowed.

In this hasty survey of that which to them seemed their proper department, they did not offer any general reflections upon the institution, as fitted to the purposes for which it was originally designed. Nor would they do so now, but for the allusion held up that this purpose has been perverted. Such is not the fact. If the sons of the wealthy enjoy these advantages, it is found to result from that influence that wealth exercises on every condition of things: and if to the influential, it must spring from that same influence which those who bestow desire from those upon whom these gifts are bestowed. Another reason why this institution should be equally divided in its benefits to two classes of rich and poor, is that the earlier education of the former fit them better to make returns to the country in fuller and more perfect information. This, we are aware, in not an unexceptionable rule, the first reward here being often bestowed upon some one who has labored under the misfortune of being poor. Another, and by no means the least important, reason for the appropriations, and the continued existence of this school, is the state of our physical condition as a country. Extensive in its geographical boundaries, unlimited in its wealth, and associated in feelings of political fraternity, we ought to be brought into constant intercourse. What, we would ask, is more certain in productng this effect, than the aid of various departments of engineering? From our examination of this class, we see rail-roads, the application of steam, and all mechanical principles developed, and not one cadet who could not apply them to this all-important end.

In conclusion, then, your committee beg the continuance of this institution, and all the necessary means of keeping it alive, may be found included into your report to the Secretary of War.

Respectfully reported.

JNO. A. GRAHAM, *Chairman.*

INTERNAL POLICE.

WEST POINT.

The committee on internal police beg leave to report, that they have had under consideration the various subjects within the purview of their duties, and while they have much to approve and admire, they have nevertheless, in their investigations, discovered defects which they will now bring to the view of the Board.

As the health of the cadets is of primary importance, your committee directed their attention first to an examination of the hospital.

The condition of the hospital, in its internal arrangements, is fully suited to the object of securing to the cadets all the comforts and all the medical aid that they can require in ordinary cases of indisposition. Clean, well ventilated, and properly attended by nurses, nothing need be added on these heads. Recent circumstances, however, of a painful character, have suggested the propriety of enlarging the number of surgical instruments, as casualties appear to be the most common outlet of life here.

The want of an appropriate instrument, at a proper moment, sometimes proves fatal, when its application would, perhaps, give relief.

The attention of your committee was next drawn to the barracks. The south barrack is the oldest building of the kind at this post. The rooms are badly constructed, both as regards their dimensions and their location. They are too small for the purposes for which they are appropriated, and very injudiciously disposed. The north barrack contains large and well ventilated rooms, in every way calculated to ensure the comfort of the incumbents.

Both barracks present an air of cleanliness and order that reflects credit on all concerned.

Your committee next visited the steward's hall, where the cadets mess in common. Here we found that the cadets are supplied with good and wholesome food. The price of board in this hall, exclusive of bedding, washing, or any other accommodation, other than dieting, is ten dollars per month.

A new building, 50 feet in front, 70 feet deep, and 24 feet high, has been commenced, and is intended for a chapel. The erection of such a building is much wanted, and will be completed, it is thought, this year. The store-house here is an old and very insecure building, only nine and a half feet long and eleven feet deep, and is altogether unfit for the use to which it is applied.

In conclusion, your committee would beg leave to recommend to the Board, that the especial attention of the Secretary of War be called—

First. To the necessity of an additional supply of surgical instruments.

Secondly. To the necessity of rebuilding the south barrack.

Thirdly. To the necessity of erecting a store-house for the safe keeping of the stores deposited here.

All which is respectfully submitted by your committee.

E. S. DAVIS, *Chairman.*

FISCAL CONCERNS.

The committee on fiscal concerns, report, that in pursuance of the duty assigned to them, they have cursorily inspected the accounts of this institution, between the 1st of January, 1834, and the 31st of December, 1835, inclusive, and believe them to be correct. That the disbursements are in accordance with the appropriations made, and that a system of order and economy prevails throughout. The ordinary appropriations for the Military Academy are embraced under the general appropriation of pay and subsistence for the army, which does not discriminate between the pay and subsistence of it and that of the cadets. By the regulations of this institution, the paymaster here stationed, is treasurer of the cadets, and the sum appropriated as above mentioned is by him disbursed. The amount of this fund annually expended, by an average of the last ten years, may be fairly estimated at $93,566 52. Another appropriation is made specially for the Military Academy, and directs the objects to which it shall be applied. These are fuel, forage, stationery, printing, transportation, postage, and for repairs of buildings, improvements, &c. Likewise for the pay of the adjutant and quartermaster's clerks, increase and expense of the library, for philosophical apparatus, and models for the department of engineering, for models for the department of drawing, repairs of mathematical instruments, for apparatus and contingencies for the department of chemistry, miscellaneous items and incidental expenses of the Academy, and for defraying the expense of the Board of Visiters at West Point. The annual sum thus appropriated is about $25,000.

There have been occasional extraordinary appropriations, viz: one of $20,000 for the erection of a building for military and other exercises. This necessary edifice has not yet been erected, from the circumstance, that the sum appropriated for the purpose was insufficient. It has, however, been commenced, and about $1,000 expended, under the belief that Congress will not refuse to complete a work so requisite for the successful prossecution of military knowledge during the inclement season of the year, and to the health of the cadets. There has likewise been an appropriation of $10,000 for a chapel, which is now in a state of progress, and about $1,840 expended up to the 1st of April. The sum originally appropriated, owing to the rise in the price of materials and labor, it is feared will not complete the building; but the necessity of moral and religious instruction is so evident, as to occasion no apprehension that the necessary means to finish it will be withheld.

The committee are compelled to recommend that an improvement should be made in the apartment appropriated to the use of chemistry, the library, and natural philosophy; they being too small for an advantageous display of philosophical apparatus, or of chemical experiments. Besides, the valuable library and costly philosophical apparatus, is continually endangered by fire, unavoidably contingent on chemical experiments. The committee regret that the teacher of drawings is so entirely destitute of the convenience necessary to the practice, study, and, of course, improvement, in his profession. The only place in which he can prossecute his labors, is either the field or the garret. Other professors have facilities during vacations, or other relaxations from their academic duties, to proseeute those studies which lead to eminence in their professions. The committee are of opinion

that it would be vain to expect stability in a department so inseparably connected with the objects of this institution, (a complete military education,) or that distinguished masters would continue here as professors, if reasonable accommodation is not afforded them. They therefore recommend the building of an apartment for the use of the teacher of drawing, the expense whereof it is estimated will not exceed $800. Your committee have examined the accounts of the treasurer and of the quartermaster; they are arranged in a tabular form, under appropriate heads, for each of which there is a voucher, and without which the accounts would not be passed. The expenditures rigidly adhere to the appropriation, and the whole fiscal arrangement meets our entire approbation.

Your committee have directed their attention to the inquiry, if due attention is here paid to economy in all the details of the institution, and the result is very satisfactory.

The regulations refuse to the cadet the possession or use of money, or the expenditure of it, but with the consent of the superintendent. The pay and subsistence of the cadet is $16 per month, and two rations, equal to $12; making the total $28 per month. Each cadet provides a check book, which is arranged in tabular form, and exhibits in one view, his expenditures and his means. When the cadet desires to obtain an article, he applies to the superintendent, whose approval is indicated by writing in the opposite column. The article is then furnished, and charged to the cadet by an entry in another column. The entries in this check book are constantly exhibited to the superintendent, and are vouchers, upon which the treasurer pays to the persons who furnish the cadets.

This mode of keeping the account is perfectly simple, easily understood, and well imagined to prevent imposition. Besides, the moral effect is excellent, as the cadet is constantly admonished of the extent of his income, and the necessity of a prudent exercise of his slender means. It gives to him the habit of order in his affairs; a qualification, essential not only to his professional success, but to his reputation and happiness as a private man; and your committee cannot refrain from here expressing their entire approbation of the system. It is the best evidence your committee can afford you of economy on the part of those charged with the administration of the institution, that there is an unexpended balance in the treasury, of the last year's appropriation, of about $8,000; $5,000 of which is intended for the supply of fuel, in part, for the ensuing year, for which, heretofore, no appropriation has been made in season for the necessities of the institution, leaving a balance of $3,000.

From the statement made, it will be perceived that the annual amount expended, is estimated to average $118,166 52, that is to say, for the pay of professors, and pay and subsistence of cadets, $93,566 52; and for academic purposes $25,000. The latter item embraces the sum necessary for the increase of the library, the philosophical apparatus, mathematical instruments, &c.

By a reference to the regulations, it will be perceived, that each cadet, upon entering the institution, is required to furnish certain articles of clothing and furniture, necessary to his comfort.

The cost of the above mentioned requisites is about $75. It is with regret your committee inform you, that many cadets do not bring with them, when they come to the institution, money for this use. The consequence

is, the cadet is compelled to contract debts in anticipation of pay, which occasions him much embarrassment, and is unfriendly to that high feeling of independence, which is the characteristic of a freeman and a soldier.

Your committee recommend that the War Department be requested to impress the parent or guardian of each cadet, when notified of their appointment, of the necessity of furnishing the means required by the above alluded to regulation.

Your committee are satisfied that no beneficial reduction of expenses can at this time be effected in this institution. Indeed, when the great moral and political benefits emanating from it, are considered, they are only surprised that so much advantage can be gained at such a cost. By this institution, the remote ends of our country are, if not indissolubly bound, more firmly welded together. The youth of the north, the south, the east, and the west, are here brought together, and united in friendship's holy bands.

The parents partake of their sons' feelings, and love those they have never seen, because their sons loved them. The youth here taught enter the world with the highest aspirations, and being fitted for any useful purpose, will attain the highest distinctions, and their hearts will recur frequently to the lovely scenes of their youth, and with gratitude to the country whose liberality educated them.

Your committee cannot but express their conviction that the beneficial results of this institution are inestimable, and that true economy demands its support.

JOHN HUNTER,
Chairman of the Fiscal Committee.

No. 8.

REPORT FROM THE TOPOGRAPHICAL BUREAU.

TOPOGRAPHICAL BUREAU,
Washington, November 2, 1835.

Hon. LEWIS CASS, *Secretary of War:*

SIR: In obedience to your instructions of the 4th of September last, I have the honor to submit to you a statement, marked A, exhibiting the amount drawn from the Treasury Department, and remitted to the disbursing officers under this bureau, from the 1st of October, 1834, to the 31st of September, 1835, inclusive, and the amount of accounts rendered.

The topographical and civil engineers have been employed upon, and the funds appropriated for surveys for the year 1835 have been applied to, the following objects:

1. An examination of the route for a rail-road from Memphis, in Tennessee, to the Atlantic ocean.

2. A report and estimate of the cost of the construction of the Portage summit of the Ohio canal, that is, the canal from Pittsburg to Lake Erie.

3. Survey with a view to the improvement of the Cumberland river from Nashville, Tennessee, to the head of navigation in Kentucky.

4. The report of the geological investigations made of the public lands, and of the Territory of Arkansas.

5. A survey of the harbor of St. Joseph's, in the Territory of Michigan.

6. A survey of the harbor at the mouth of Trail creek.

These surveys and reports, from 1 to 6 inclusive, have been completed since the last annual report, and were reported to Congress during its last session.

7. A survey of the Delaware river from Newcastle to Port Penn, and a survey of Pea Patch island.

These surveys embrace an exposition of all the facts necessary in the digesting of a system of the defences of that pass in the river, as well as all those necessary to its navigation. The duty is completed, and the maps delivered to the bureau.

8. A survey of the Brandywine shoal. The object of this survey is to determine the best position on the shoal for the construction of a light-house. It is a highly important point in the navigation of the Delaware bay, but its exposed situation, and the composition of the shoal, make it one also of extreme difficulty in the establishing of a foundation which will endure, and sustain the superstructure for the light.

The appropriation for this object was made in June, 1834, and in the following words:

"For rebuilding the light-house on Brandywine shoals, in the bay of Delaware, thirty thousand dollars: *Provided, however*, That, before the commencement of the work, a resurvey, plan, and estimate shall be made, and that then it shall be in the discretion of the proper department to enter upon the rebuilding of the said light-house, or to report such survey, plan, and estimate to Congress as shall be considered best for the public interests."

The survey was commenced as soon as the necessary arrangements could be made, and it was ascertained in a short time, that the appropriation was entirely inadequate to the object, which, as a measure preliminary to the building of the light-house, required that an artificial foundation should be established upon a sandy shoal, in the mouth of a wide bay, and exposed to the violence of the waves of the Atlantic.

Under these circumstances, the alternative presented by the law was adopted, and the survey, plan, and estimate were presented to Congress during its last session.

As it was not acted upon, additional investigations have been since made, and their result is the foundation of an item in the estimate from this office for the "rebuilding of the light-house on the Brandywine shoal."

The report, estimate, and plan, in all their details, are daily expected from the engineer who had this survey in charge, which, as soon as received, will be laid before you.

The amount appropriated in the act of June 30, 1834, was 30,000 dollars, of which 1,550 dollars have been drawn out of the Treasury for the necessary preliminary surveys. The total amount of the estimate of the engineer is $123,985 93, leaving for the object a deficiency of $95,535 93, which amount constitutes an item in the estimates of this bureau.

9. In the drawings and reports of various parts of canal routes across the States of Maine, New Hampshire, and Vermont, in order to complete a series of surveys for the same objects, which had been partially attended to some years since. All the field work of these surveys is completed: the drawings and reports only have to be made; these, it is expected, will be delivered to the bureau during the ensuing winter.

The delay which this work has experienced has been an unavoidable result, from the small number of the corps, which forced the bureau to extend the attention of the officer superintending this to other duty.

10. The drawings and reports of the military defences of parts of the coasts of North and South Carolina. The system of army details, which removes our assistants before the completion of the particular duty upon which they have been engaged, together with a diversion of the attention of the superintending officer to other surveys, have occasioned the delays which these works have experienced. There is, however, every reason to believe that they will be completed during the ensuing winter.

11. A survey of a canal route from Cape Fear river, through the Waccamaw lake, to the Waccamaw river, North Carolina. The returns of this are daily expected.

12. An examination of the construction of the canal around the Muscle shoals of the Tennessee river.

13. An examination of the route for a rail-road from Portland, in the State of Maine, to Quebec, in Canada.

14. The survey of a route for a rail-road from the Connecticut river, to intersect the Concord rail-road, in New Hampshire.

15. The survey of a route for a rail-road from Boston, in Massachusetts, to Whitehall in New York.

16. A survey of the harbor of East Thomaston, in Maine.

No. 16 is completed, and the results are expected at the bureau early during the ensuing winter. Numbers 13, 14, and 15 are not in as great a state of forwardness. The extensive views embraced by these three, and the lateness of the season when the attention of the officer who has them in charge was called to 14 and 15, render it highly probable that no definite report will be made by him until during the course of the next year.

17. A survey of the Christiana river from Wilmington to the Delaware, with a view to improve the entrance of the Christiana. This is completed.

18. A survey of Provincetown harbor and its vicinity. The survey of this position, so important in the military defences of the coast east of Cape Cod, and as a point of shelter for our commerce from a pursuing enemy, or from storms, is now completed. All the field work is done, and the drawings and reports will also be, during the present year.

19. The survey of a route for a ship canal around the falls of Niagara, effecting a junction with the two lakes, Erie and Ontario. The field work of this duty is completed; the drawings and reports are in progress, and will be delivered to the bureau during the ensuing winter.

20. A survey of the channel between the North and South Hero islands, on Lake Champlain. This duty is also so far completed that the drawings and reports will be delivered to the bureau during the present year.

21. A survey of a route for a road from the Alabama line, by Marianna, to the town of Appalachicola, in Florida. This duty was completed; but, before entering upon the opening of the road, as required by the law, it was thought advisable to examine a different route, which would apparently much shorten the distance. This examination is now making.

22. A resurvey of the route of the national road between Springfield, Ohio, and Richmond, Indiana; also from Springfield, by the way of Dayton and Eaton, to Richmond. This duty has been completed, and the drawings and report delivered to the bureau. These last have also, in conformity with the law, been submitted to the President, who has affixed his approbation to the location of the direct route.

23. A survey of the Maumee river, from its mouth to Maumee city, completed, and the drawings received.

24. A survey of the route for a rail-road from Detroit to Pontiac.

25. Also the route of a rail-road from Detroit to the St. Joseph's river.

These surveys have been completed, and the returns duly made.

26. A survey of the route of a road from Chicago to Fort Howard, on Green Bay.

27. A survey of the mouth of Gallean river.

28. A survey of the mouth of Black river.

29. A survey of the mouth of Milwaukee river.

These four (26, 27, 28, and 29,) are now in progress, and it is expected will be completed this fall and the ensuing winter.

30. A survey of a rail-road from Memphis, Tennessee, to such point on the lines of the States of Virginia and Tennessee as may be best adapted, in the opinion of the engineer, to facilitate the continuation of the road to the Chesapeake. The survey is now in progress.

31. A survey of a route for a road from the Maumee river, through the northern counties of Indiana, to or near the rapids of the Illinois river, and thence to the Mississippi river, at some point between Rock island and Quincy. The field work of this survey is completed, and the drawings and reports are expected to be delivered to the bureau during the course of the present year.

32. The survey of the following routes for roads in Indiana:

Lawrenceburg and Indianapolis rail-road.

Madison and Lafayette rail-road.

Evansville and Terre Haute rail-road.

Columbus and Jeffersonville rail-road.

New Albany and Vincennes turnpike-road.

New Albany and Crawfordsville turnpike-road.

33. In superintending the construction of the aqueduct over the Potomac at Georgetown. This may truly be considered one of the most interesting and one of the most difficult of civil constructions ever attempted in our country. The object of the work is to conduct the Chesapeake and Ohio canal over the river Potomac, at the upper end of Georgetown, and thereby to furnish to its trade a termination in the fine harbor of deep water at Alexandria.

The length of the aqueduct is 1,700 feet, (including the causeways,) sustained by two abutments and six piers, at a height of 29 feet above the common high tides of the river. These abutments and piers are all to rest upon the natural rock foundation, which isfound throughout the length of the aqueduct, at a depth nearly uniform of 30 feet below common high water, making the total height of each pier 59 feet.

The successful establishment of a foundation at such a depth, in water and mud, is among the most difficult problems in the practice of the engineer, and the experience of the world has furnished so few instances of similar attempts, that he is comparatively without those guides which are in other instances so easily obtained.

But the persevering efforts of science and mechanical skill supplied the deficiency of information from precedents, and, overcoming all obstacles, triumphed in the successful establishment and completion of one pier during the course of the last season, and in a successful issue to the greatest difficulties in the establishment of a second: and of one of the abutments.

This work is the result of the enterprise of an incorporated company; but as the United States furnished a proportion of the funds for its aid, the company considered it advisable, and applied, to have its expenditure placed under the direction of an officer of the corps of topographical engineers, that any desired investigation, in reference to the faithful and judicious application of the means allowed by the United States, could be made independently of their control, and that they might also, in so difficult and rather unprecedented an undertaking, avail themselves of the presumed science of its officers.

It affords me much satisfaction to add, that a frequent inspection, as well of the work as of the expenditures, has resulted in a conviction of the great skill and judgment of the engineer, and of the faithful application of the funds. The books exhibit the most minute detail of expenditure for every object; and his mechanical arrangements have been justly admired by all who have visited the work. The engineer is prepared, whenever it shall be called for, to present the most satisfactory statements, descriptions, reports, and drawings, in reference to the whole.

34. In the survey of a rail-road from Pensacola, in Florida, to Columbus, in Georgia. Although Pensacola is one of the finest harbors on the Gulf of Mexico, and, in fact, of the United States; and although it is also, at present, an established navy yard and navy depot, yet, as the land in the vicinity is extremely poor, and there is no river leading from its harbor to the interior, its commercial advantages are but partially felt, and the population necessary to its defence exposed to hazardous and difficult, or tedious and dilatory methods of access. The remedy for these evils is in improving all means of communicating with the richer soil and denser population of the interior, and the road now being surveyed will eminently accomplish these objects. It will open to the products of the interior a cheap and rapid means of access to an uncommonly fine harbor, and will enable that harbor to command for its defence the strength of the interior in the shortest possible time. It possesses, therefore, a highly national aspect, deserving of the patronage which has been extended towards it by the General Government, in permitting its officers to superintend the work.

35. In a continuation of the mineralogical and geological investigations of the public lands, the Territories, and the Indian country. The highly interesting results from the geological investigations of the last year, under the same officer who has now those of this year in charge, are the best earnest of the manner in which these will be performed.

His instructions were, that, "it being desirable to have some knowledge of the mineral structure of the Coteau de Prairie, an elevated ridge which separates the Missouri from the St. Peter's, a tributary of the Mississippi, you are directed to proceed to that vicinity, and to make such investigations as the season and the nature of your opportunities will admit. It is desirable, also, that you should take Green Bay in your way, with a view to the examination of the mineral structure in the vicinity of the Ouiseonsin river."

Early history had mentioned the "Coteau de Prairie" as a locality rich in its deposite of copper in its various forms. Records, which are presumed to be deserving of confidence, state that many tons of this mineral had been taken at an early period of our history to France, and there smelted to advantage. There is no doubt that it exists in that region, but in what quantities, and at what particular places, have yet to be ascertained.

From the known intelligence, great zeal, and untiring perseverance of Mr. Featherstonhaugh, no doubt is entertained that all that can be will be done in accomplishing the discovery; but he has to contend with the difficulties of an unknown and wilderness country, and in a climate affected early in the season with the inclement weather of winter. Should his report, therefore, not be as much in detail as is desirable, (of which there is some reason to fear,) there is no doubt that every accessible general indication will be ascertained, sufficient to form the most encouraging basis, and the best justification for future and more detailed investigations.

The great interest which is felt by the country in reference to this particular duty, exhibited by an unparalleled demand for the report of the proceedings of last year, is no equivocal proof of the value which is placed upon it, and the advantages which are anticipated to result from it. Such investigations are beyond the resources of individuals; and the States limit those which they authorize to the extent of their territories. If the United States does not, therefore, complete the chain of knowledge by a

continuation of its efforts in reference to the public lands and the Territories, an extensive region, rich with the most valuable ores, will continue to remain unknown. Under these impressions, I have hazarded a small item in the estimate from this office, to enable it the more satisfactorily to complete a duty which has been so fortunately begun.

It may probably be observed, that in the foregoing statement of surveys there are many enumerated which were not ordered by a resolution of either House of Congress, or by any law.

The rules which have been prescribed for this office in these matters are as follows: That, 1st, surveys ordered by law, and for which there are generally specific appropriations, should be attended to.

2d. Surveys ordered by resolutions of Congress. The expenses of these are paid out of the annual appropriation for surveys, including the pay of the civil engineers, which is taken out of the same appropriation.

3d. Surveys of a national or highly interesting commercial character, applied for by States or incorporated companies. In these cases, such officers as can be spared (with their instruments) are allowed to be assigned. All other expenses, including those for additional engineers or additional instruments, are supplied by the parties interested in the survey, the United States being subjected to no charge on these accounts; or, in other words, confining the aid from the United States to the mere loan of such engineers and of such instruments as can be conveniently spared.

In the execution of the foregoing duties, the whole force of this bureau, in military as well as civil engineers, has been employed. Its military engineers consist of the corps of topographical engineers, and such lieutenants of the army as are detailed for its duties; its civil engineers of those authorized to be employed under the authority of the law of the 30th April, 1824.

The first embraces, of the corps of topographical engineers,	10	officers.
Of lieutenants now detailed for this duty from the army, -	26	do.
The second, being citizens without military rank, employed under the act of the 30th April, 1824, - - - - -	13	do.
Making the whole force of engineers employed under this bureau equal to - - - - - - - - -	49	

The evils of these military details arise from—

1st. The shortness of the time in which an officer, being placed on the duty, has to acquire that practical knowledge in the use of instruments, and the habit of applying his scientific knowledge to results in practice, without which he can be of no value.

2d. The apathy which oppresses a temporary detail, from the consciousness that if he labors, it is to acquire that, which, as soon as it is obtained, he will, in all probability, be removed from the only sphere of action in which it can be applied.

3d. When the temporary detail is endeavoring partially to acquire a knowledge of the duties of the corps to which he is attached, he must, from the very nature of things, lose, by its disuse, much of the knowledge of his proper arm of service, and when he returns to it, be consequently a less valuable officer than when he left.

4th. The corps is under this system continually exposed, in the execution of its duties, to those consequences which must flow from the services

of unqualified, and consequently incompetent assistants, and is forced from this cause to increase its demands upon the army, that it may compensate partially by numbers for deficiencies in experience. These demands, if complied with, but increase the general evil before alluded to; they cannot be complied with but partially, as the line has duties for which these subordinates were intended, and which it would not do to neglect. We are placed thereby in a continued series of unpleasant bickerings with the line. The corps endeavors to retain its experienced assistants as long as possible, because they are essential to the well-doing of its duties. The line regrets these details, however temporary; it seeks to reduce them to short periodical tours, and is continually endeavoring to get back the older assistants. It is a system, therefore, in which the permanent interests of the line and of the corps are diametrically opposed, and which, as might well be supposed, by the occasional success of either, has left one or the other exposed to the reproach of negligence or favoritism.

There is no one more strongly impressed than myself with the efforts which the line now makes in order to aid us in our duties, and that it cannot do more without a sacrifice of its own; but, at the same time, I must acknowledge, that after many years of experience, I am satisfied that the duties of the topographical engineers can only be carried to that extent of perfection and intelligence which the country has a right to expect, by a system which shall permanently attach its assistants to the corps.

The effect of these details from the army for the duties of this corps may be expressed in a few words. If temporary or periodical, it is a sacrifice of the duties of the corps; if permanent, while they yet retain their rank and its privileges in the line, it is, to the extent of the number detailed, a sacrifice of the interests and duties of the line.

The civil engineers employed under the act of April 30, 1824, are officers without military commissions or military rank. The law recognizes no distinction of grade or of title between them, although the custom of service has divided them into the two classes of civil engineers and assistant civil engineers. The rules and articles of war, and the army regulations, cannot be extended over them. There is, therefore, an absence of legal authority in relation to their control, and also of defined right in relation to their privileges, from which it will be seen that no subordination or authority can well be established in such a service. No serious evils have yet resulted from it, owing, however, more to the correct moral bearing of the gentlemen who hold these appointments, than to any well-defined power over them. Among the greatest inconveniences of this arrangement, is the difficulty of associating the two kinds of engineers on the same duty. The military engineer is unwilling to be placed under the civil, and probably cannot be by law, or in a way that would involve any legal responsibility. The civil engineer is equally unwilling to be viewed as subject only to be commanded, without the hope of ever enjoying the right of commanding in turn. It is a moral prostration of his branch of service to another, without the prospect of ever being relieved from it, and adapted to engender painful and unpleasant feelings, as well as being in itself unjust.

Another evil is, that this mixed arrangement of military and civil appointments is destructive of a proper *esprit du corps*, and of that united emulation which exerts the whole mass of mind to elevate the duties of that branch to which it belongs.

With a service so constituted, and beset with inconveniences so detrimental to its duties, this bureau has been struggling for years, sparing no efforts, however, to do the best which could be done with the means placed at its disposal.

The means have already been represented generally. I shall now speak of them numerically and economically, with a view of submitting a plan which will, if adopted, remedy all the evils, and without additional cost.

The military engineers consist, 1st, of the corps of topographical engineers, ten in number. Of these, one receives the pay of a lieutenant colonel, five have the pay of majors, and four the pay of captains. The annual compensation of the whole is $14,496.

2d. Of the temporary details from the army. These vary from 25 to 30. There are now 26 on this service. The annual compensation of these is $23,344.

The civil engineers consist of those employed under the act of the 30th April, 1824. Taking the average of the last three years, their number is 13, and their annual compensation is $16,700.

The entire annual cost of the whole number of officers on topographical duty is therefore $43,540.

In the above statement, it will be perceived that the officers detailed from the army are included in the sum of the total cost. All these details receive their pay out of the general appropriation for the army, and it does not therefore appear in any estimate for the corps of topographical engineers, or for surveys; yet, as this number is always employed on topographical duty, their pay is justly chargeable to that branch of service, and is therefore included in the sum of its annual cost.

The compensation for the civil engineers is taken from the customary annual appropriation for surveys.

From the foregoing, it will therefore be perceived that the present force and rank of officers for topographical duty consists, in its present mixed and complicated organization, of one lieutenant colonel commanding, five majors, four captains, twenty-six lieutenants of artillery and infantry, thirteen civil engineers.

Now, the remedy proposed is to incorporate the whole or a part in one regular corps, with the usual grades of military rank, and to subject the whole to the rules and articles of war.

The subject has been treated with much ability by the chairman of the Military Committee, in a report to Congress during the last session. Allow me respectfully to refer you to that report for some views which are not incorporated in this.

But taking the opinion of the distinguished chairman of that committee as the best basis for an improved organization, it results in the recommendation of a corps to consist of one colonel, one lieutenant colonel, four majors, ten captains, ten first lieutenants, ten second lieutenants: in all, thirty-six engineers, of which the total annual cost will be $40,454. Our present imperfect organization gives forty-nine engineers, of which the total annual cost is $43,540; making an annual difference in favor of the organization of $3,086.

The plan submitted presents two questions which require explanation: one referring to the numbers, the other to the cost.

The lesser numbers of the proposed plan are considered capable of doing more duty than the greater numbers of the existing plan; because,

1st, of their better organization; 2d. And of always controlling the c perienee acquired, which, accumulating to the same individuals, gives th facility and aptness of exeeution and readiness in the application of th oretical knowledge, which will enable the lesser numbers in the one ca to do more and better work than the greater numbers in the other. It i in fact, but an applieation of the simple axiom, that he who is acquainte with the theory and praetiee of any profession, can do more of it, an better, than any number of those who have not this knowledge.

3d. The number is also based upon the eonsideration that these we now, and would for many years be, fully adequate to the wants of th General Government for topographical duties.

In reference to the eost, two considerations have been made: one t be found in the report of the Military Committee of the last session, whic reduced the army proportionally to the number transferred from it to th eorps. This, of course, would result in a positive reduction of the arm estimates, or a transfer of a portion to the estimates of the corps, an would make a positive saving of the amount previously stated; but th army would probably suffer ineonvenienee from the reduction. It is d vided into so many small posts, and extended over so vast a space c country, that it could not feel less the inconveniences of the reductio than it does those of the details. These are already oppressive to it duties. Although the reduction of the army estimate would be thereb a proportional reduction of army expenditure, the reduction would be a the expense of the organization of the army and of its duties, and migh therefore, although a saving, not be considered a true economy.

The other, to leave the army as it is, and organize the corps as it shoul be. Under this consideration, the total amount of present appropriation absorbed by the proposed organization would be, for the corps of topo graphieal and civil engineers, $31,200; but as the total cost of the pro posed corps is stated to be $40,454, it would leave an annual deficienc over our present appropriations of $8,254.

Under either view, the authority to employ civil engineers under th act of the 30th April, 1824, is to be repealed; of course, the amount o their annual compensation ceases with the passing of the law for the nev organization.

But as a plan which leaves the army in its present form is, under al circumstances, the better, that for the organization of the corps, which wil be presently submitted to you, will be made in accordance to it.

The plan submitted last year, while it authorized a complete organi zation, embraeed a feature of periodical promotions, until the organizatio should be complete. Such a course is not unfrequent in the extensio of scientific corps, when the materials for supplying places have to b formed. But when, as in our circumstances, we have abundant officers properly educated, experienced in its duties, and who, in fact, are now performing them, such a course cannot be advisable but on the suppositio that a full organization is not now wanted. As we already are obliged to employ more than the organization contemplated, this supposition canno be well sustained; and believing as I do that the whole number are wanted I have considered it the better course at once to submit a correct plan t your consideration.

It has been previously observed that the present corps consists of on lieutenant colonel commanding, five majors, four eaptains; to which ar

attached twenty-six lieutenants of artillery and infantry, thirteen civil engineers.

The plan proposed adds a colonel to the corps, takes away one major, and from the lieutenants and the civil engineers takes six captains, ten first, and ten second lieutenants.

I have hitherto confined myself to an exposition of the kind of organization which now exists for topographical duties, its defects and inconveniences. Although many of the advantages of the modifications proposed are to be inferred from these, yet it may be well to state a few of the important public services which this corps has to perform, but to which, from its present defective organization, its attention has been applied but imperfectly.

Heretofore its duties have been principally directed to surveys for the defences of the posts and harbors on the Atlantic, including the water approaches to the positions to be fortified.

These surveys generally embrace some extent of coast as well as of inlets, and from the facts which have to be collected, constitute also very valuable, but rather limited charts for navigation; but the land approaches to these positions remain yet to be surveyed.

Surveys of our harbors and of our rivers on the coast, with views to their improvement, and also to obtain more accurate charts of them than now exist. Although much has been done under this head, yet the greater part of our coast, and particularly from the Delaware south, has yet to be attended to. These surveys form valuable details to be introduced in the great survey of the coast now being made, and which, with a proper understanding with the principal of that survey, may be introduced into his charts with great facility.

Surveys of the harbors and shores of our western lakes. It is only some of the principal harbors of these lakes to which the attention of the corps has yet been directed—those affecting the present lake navigation, and requiring immediate improvement. The connecting links between these harbors, the inlets of a secondary class, and the rivers which empty into them, have hitherto received but little attention. Our imperfect organization and limited numbers were embarrassments to the activity and extent of our operations, which could not be overcome.

Surveys for common roads, rail-roads, and canals. Although these may be considered as purely of a civil character, yet a finer school of practice than they furnish for the topographical engineer cannot well be imagined. He obtains on these duties expertness in the use of instruments: the habit of investigating the resources of a country, commercially, morally, and physically: its supplies in provisions, timber, metals, and means of construction: its population, and the best means by which it can be commanded in cases of emergency: its military aspect, hilly, level, or mountainous, and the various roads which intersect the path of his survey. While he is therefore apparently engaged on an object ostensibly of mere profit to its undertakers, he is perfecting himself in the practice of his profession, acquiring exact and persevering habits of investigation, improving his *coup d'œil*, and gathering the most valuable information in relation to the capabilities of self-defence, of the locality of the survey, and its ability to aid in the defence of other parts of the country.

Surveys of the inland frontiers of our Atlantic and Western States. Singular as may be the acknowledgment, yet it is nevertheless the fact,

that this highly important service has hitherto received but little attention. It embraces not merely a geographical knowledge of the frontiers named, but accurate topographical surveys of the vicinities of all our western posts; of the best routes for roads of communication between the posts and with the interior for supplies and assistance. We have hitherto been able to direct but very feeble efforts to these important objects. The fault is not that of this bureau, but of the inadequate means placed at its disposal. Although there is an annual appropriation of twenty-five and sometimes thirty thousand dollars for surveys, yet as considerably more than half of this is required for the salaries of the civil engineers, it leaves but a small portion for the expenses of surveys. This small portion is generally absorbed in the execution of those surveys directed to be made by resolutions of Congress, and of some parts of our seacoast; the latter being a continuation of the surveys directed some years since, in reference to a regularly digested system of seacoast defence. We are therefore left without the means of bestowing our efforts on the western frontier; and the position of appearing to neglect so important a duty, in which this bureau has been placed, is shown, by the foregoing remarks, to have been beyond its power to obviate.

Should the organization proposed be adopted, it will leave the whole appropriation for surveys free from the deductions for the salaries now paid out of it, and the bureau may then place a brigade of officers on the western frontier, to commence the execution of those important duties. Should it not be adopted, it will be seen that the bureau will be as unable as heretofore to attend to them, unless a separate appropriation is granted, and which is asked, in order to meet the contingencies of the case, in the estimate now submitted.

The survey of the coast. It would be superfluous to speak of the necessity of this survey, of its immense importance to our commerce and navy, and its extensive influence over any system of defence for the Atlantic frontier.

Of the methods by which alone such a duty ever has been executed by any nation, or ever can be correctly, the books are full; and from the same sources we may also draw the best conclusions of the time and means and qualifications which such a labor requires. Applications have been made to this bureau for aid in officers, but it has been unable to furnish but one. It was a cause of serious regret, but yet beyond the power of this bureau to remedy, and only in the hands of Congress by legislative action.

We have but one school in our country which may be considered as thoroughly mathematical in its course—the military school at West Point; and it is to this school only to which we can look for individuals sufficiently qualified to enter upon the duties of this survey, and justly aspire to a knowledge of its highest practical operations. I do not mean by this to say that there may not be citizens who, of their own taste and own force of mind, are not equally qualified; but these are only rare exceptions to a rule, the correctness of which will stand the proof of a comparison of the course of mathematical instruction and habits of study pursued at West Point, with those of any other school or college in our country.

Now, then, if the desire is that this great work should not cease with the life of the present highly informed gentleman who superintends it, and that, in course of time, we should have numbers capable of conducting it, and of executing any of its parts, we must give them the opportunity

of acquiring the necessary practical knowledge by placing them upon it. This can be done only by allowing to the corps within whose proper province such duties naturally fall the necessary numbers. We can then place upon this duty a brigade of officers, from whose efforts may be justly anticipated the results of adequate education, facilities in practice, and of order and subordination of conduct.

The superintendence of constructions purely civil. There is no corps in our country to which the duties of a corps of *ponts et chausee* so properly belong as to the topographical engineers. It is so intimated in the report of the Military Committee of the last year; and it seems to me an unequivocal dictate of common sense to say, that the corps which is employed in making the survey, digesting the plan, and forming the estimate of a work, is, from the very nature of the case, more fully imbued, than any other can be, with the considerations and unity of view which its construction involves, and, therefore, better qualified to superintend it. The subject does not seem to admit of much reasoning, but stands, like an axiom, upon the clear truth in its annunciation.

Having now exposed generally to your consideration the defects of the present organization of this bureau, its evils to the service, the remedy, and the general duties which the corps will be called upon to execute, I have, in conclusion, appended to this report the form of a short bill, which appears to me best adapted to effect the desired organization.

Respectfully submitted.

JOHN J. ABERT,
Lieut. Col. Topographical Engineers.

A.

STATEMENT showing the amount of money drawn from the Treasury and remitted to the officers and agents disbursing under the Topographical Bureau, from the 1st October, 1834, to the 30th September, 1835, inclusive, and the amount of accounts rendered by each within the same period.

To whom remitted.	On what account.	Amount remitted.	Amount disbursed.
Lt. Col. J. Kearney, T. E.	Surveys for roads and canals under the act of the 30th April, 1824 -	$1,600 00	$2,918 05
Lt. Col. S. H. Long, do.	do. do.	600 00	
Major J. D. Graham, do.	do. do.	3,000 00	3,316 05
Capt. W. G. Williams, do.	do. do.	500 00	871 48
Capt. A. Canfield, do.	do. do.	700 00	633 00
Lt. J. M. Berrien, U. S. A.	do. do.	1,850 00	238 93
Lt. A. J. Center, do.	do. do.	1,400 00	1,491 40
Lt. W. M. Mather, do.	do. do.	200 00	
G. W. Featherstonhaugh geologist - -	do. do.	2,800 00	1,800 00
W. B. Guion, Civil Eng.	do. do.	1,700 00	1,539 94
G. W. Hughes, do.	do. do.	2,050 00	1,905 13
H. Stansbury, ass't do.	do. do.	3,900 00	3,807 48
J. P. Bailey, do.	do. do.	1,500 00	2,455 67
Major H. Bache, T. E.	Rebuilding the light-house on Brandywine shoal, in the bay of Delaware, under the act of 30th June, 1834 -	1,550 00	1,117 66
Major W. G. McNeill, do.	Surveying a route for a road from the Alabama State line through the town of Marianna, to Appalachicola, in Florida, under the act of 30th June, 1834 - -	3,000 00	2,844 72
Major W. J. McNeill, do.	Surveying east pass into Appalachicola bay, under the act of 30th June, 1834 - - -	500 00	658 48
	Dollars -	26,850 00	25,597 99

A BILL for the better organization of the corps of Topographical Engineers.

SEC. 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the corps of topographical engineers shall be reorganized, and increased by regular promotions in the same, so that the said corps shall consist of one colonel, one lieutenant colonel, four majors, ten captains, ten first lieutenants, and ten second lieutenants.

SEC. 2. *And be it further enacted*, That vacancies created by said organization, over and above those which can be filled by the present corps, shall be taken from the army, and from such as it may be deemed advisable of the civil engineers employed under the act of the 30th April, 1824, and that the pay and emoluments to the officers of said corps shall be the same as are allowed to officers of similar rank in the regiment of dragoons.

SEC. 3. *And be it further enacted*, That the authority to employ civil engineers in the act of the 30th April, 1824, and the authority by law for the employment of the present corps of topographical engineers, be, and the same are hereby, repealed after the passage of this act, and that all letters and packages on public business, to and from the chief of the corps now authorized, be free from postage.

SEC. 4. *And be it further enacted*, That the officers of said corps shall be subject to the rules and articles of war, and to such regulations in relation to their duties as the President may think proper to adopt.

No. 9.

REPORT FROM THE ORDNANCE DEPARTMENT.

ORDNANCE OFFICE.
Washington, November 20, 1835.

The Hon. LEWIS CASS, *Secretary of War:*

SIR: In obedience to your order of the 4th of September last, I have the honor to transmit a report of the general result of the proceedings and operations of this department between the 1st of October, 1834, and the 30th September, 1835.

The papers marked A and B present a general view of these concerns during the last mentioned period, as well in regard to the amounts of expenditures under the several heads of appropriations, as in reference to their objects, and to the various ordnance stations where they have been made.

The first of these (A) shows the whole amount of funds remitted from the Treasury to disbursing officers and contractors in this department, during the year 1834, to have been - - - - $1,039,248 78

That the portion of that sum which was expended and accounted for, during the same period, amounted to 951,239 89

And that, at the close of that year, there remained unexpended, and in the hands of disbursing officers, the sum of - - - - - - - 88,008 89

A balance which, it may be proper to remark, was liquidated by the responsible disbursing officers in the first quarter of 1835.

Statement B exhibits the total amount of funds remaining in the hands of disbursing officers at the close of the year 1834, and which have been remitted to them and to contractors during the first, second, and third quarters of the year 1835. This amount will be seen to have been— $739,919 68

And the portion of this sum expended, and for which accounts have been rendered, during the same period, will be seen, in the same statement, to have amounted to - - - - - - 650,216 31

The unexpended balance exhibited in the same statement as being in the hands of disbursing officers at the close of the third quarter of 1835 having been $89,703 37

Statement C presents a view of the general result of the operations at the several arsenals and armories of the United States, in the manufacture, repair, and purchase of the principal articles of ordnance, ordnance stores, and building materials. It exhibits the result of these operations to the extent to which they have been completed, during the year between the 1st October, 1834, and the 30th September, 1835, indicating, among other articles of ordnance and ordnance stores which have been fabricated or procured, the following, viz: Of artillery, 98 32-pounder iron cannon; 3

12-pounder and 4 6-pounder iron cannon; 34 32-pounder casemate carriages, complete; 158 32-pounder casemate chasses; 3 24-pounder casemate, and 177 24-pounder barbette carriages, complete; 77 24-pounder casemate chasses; 33 field artillery carriages; 4 6-pounder caissons, and one travelling forge.

Of small arms manufactured and procured, viz: 22,506 muskets, complete, made at the national armories; and at the private factories, 7,540 muskets, complete; 1,060 rifles, (Hall's,) 2,000 artillery swords, and 1,840 cavalry sabres.

Of accoutrements for small arms, 750 sets for infantry, 500 sets of rifle accoutrements, 250 sets for cavalry, 2,400 sword belts, and 1,214 sabre belts.

Statement D shows the extent of the operations, during the year, between the 1st October, 1834, and the 30th September, 1835, which have occurred in procuring ordnance and ordnance stores, under the act of 1808, for arming and equipping the militia of the States and Territories. This statement presents also a view of the expenditures under the act, which have resulted during the same period, in procuring the stores, amounting, for all objects, to $148,518 49. It exhibits, among other articles of ordnance stores procured, 26 field carriages, with their equipments, complete; 7,540 muskets, 1,060 rifles, (Hall's,) 2,000 artillery swords, 840 cavalry sabres, 2,374 sword and sabre belts, and 330 percussion cannon locks.

Statement E exhibits the amount of ordnance and ordnance stores which have been apportioned for the year 1834, to the several States and Territories, under the act of 1808, for arming and equipping the militia; this apportionment being founded on the recent returns of the strength of the militia, as made by the adjutant generals of the militia of the several States to the Adjutant General of the army.

Statement F shows the several articles of ordnance and ordnance stores which have been distributed to the militia of the States and Territories during the year, between the 1st October, 1834, and the 30th September, 1835.

Statement G presents a view of the munitions of war issued by this department during the year, between the 1st October, 1834, and the 30th September, 1835, to the army. In this, it will appear that 89 32-pounder, 162 24-pounder, 6 12-pounder, 18 6-pounder iron cannon; 34 32-pounder casemate carriages, 36 24-pounder barbette carriages, 6 12-pounder, and 19 6-pounder field-carriages; 105 muskets, 750 dragoon sabres, 110 (Hall's) carbines, 67 rifles, and 196 sets of infantry accoutrements, are among the principal articles issued.

Statement H exhibits the operations of the lead mines for the year ending September 30, 1835; and statement I, the amount of lead made at these mines in each year, from the year 1821, to the 30th September, 1835.

By these statements it will appear that the lead made during the said year amounts to - - - - - - 3,754,290 lbs.
Total amount of lead made from 1821, to September 30, 1835. 75,571,609 "
Total amount of rent lead accruing for the above period 5,909,216 "
Amount of rent lead due to the United States, yet to be collected - - - - - - 493,313 "

The returns of lead made during the last year exceed the returns of this year by 4,217,289 pounds. This has not been caused by a decrease in the manufacture of lead, but by the refusal of numbers of the smelters to make

the required returns to the superintendent, and pay in their rent lead. The grounds of their refusal are, first, that the act of the 3d of March, 1807, contains no authority for collecting rent lead on a *license for smelting* lead ore; and secondly, that any law authorizing the *leasing* of public land within the limits of a State is unconstitutional.

To test the validity of these objections, suits have been ordered against some of the most prominent and influential of the delinquents, under a belief that the final adjudication of their cases would restore order, without resorting to further measures, or incurring additional expense.

There are, however, other views of this subject, which it now becomes proper to state, viz.

The decision of a suit by the proper tribunal might settle the *constitutional* question in favor of a State; but the principles of that decision might not be applicable to the condition of a Territory. Should a decision be made which would bind the one and exonerate the other, the operation would be partial and unequal. In the sales of the public lands which have taken place in the mineral region, it appears that conflicting interests have arisen, which, probably, can only be adjusted by an entire sale of the mineral and timbered lands.

Such a course is therefore respectfully recommended as being best adapted to remove existing difficulties, and promote the general prosperity of that section of the Union.

As regards the building operations progressing at the several arsenals, I have the honor to state that they have proceeded to the extent of the last annual appropriation for those objects, and have been conducted in the most efficient manner by the several superintending officers.

I beg leave to call your attention to the very inadequate compensation of the clerks of the Ordnance office, and to request that, for the performance of duties confessedly as arduous and important as those of any other bureau of the War Department, measures may be taken to put them upon a footing of equality, in respect to salary, with the clerks in the offices of the Commissary General of Subsistence, and of the Paymaster General.

I have the honor to be, sir,

Respectfully, your obedient servant,

GEO. BOMFORD,

Col. of Ordnance.

A.

STATEMENT of the money expended through the Ordnance Department in the year 1834.

OFFICERS' NAMES AND STATIONS.	Amount of sums remitted, including the balances in the hands of agents on the 1st January, 1834.					
	APPROPRIATIONS.					
	National armories.	Current expenses of ordnance service.	Arsenals.	Armament of new fortifications.	Arming and equipping the militia.	For 36 double racks.
Charles Howard, armory, Springfield, Massachusetts	$186,773 93	-	-	-	$4,138 64	$3,063 00
Daniel Bedinger, armory, Harper's Ferry, Virginia	182,962 17					
Capt. Jas. W. Ripley, and Lt. Robert Anderson, arsenal, Augusta, Maine	-	$1,553 44	$10,829 03			
Major H. K. Craig, arsenal, Watertown, Massachusetts	-	2,616 55	1,628 00	-	15,396 63	
Captain Benjamin Huger, arsenal, Fort Monroe, Virginia	-	3,624 09	6,596 84	$10,531 58		
Captain Charles Ward, arsenal, Vergennes, Vermont	-	160 02	1,150 60			
Lieut. Col. George Talcot, arsenal, Watervliet, New York	-	17,936 83	14,650 00	300 00	7,900 00	
Captain H. S. Mallory, arsenal, Rome, New York	-	1,723 95				
Major R. L. Baker, arsenal, Pittsburg, Pennsylvania	-	7,424 18	5,788 22	-	4,196 42	
Lieut. Col. W. J. Worth, arsenal, Frankford, Pennsylvania	-	5,294 53	17,650 00	880 00	1,273 21	
Lieut. Wm. Maynadier, arsenal, Pikesville, Maryland	-	1,392 20				
Capt. Richard Bache and Marcus C. Buck, arsenal, Washington City	-	11,152 12	5,400 00	417 12	5,164 34	
Marcus C. Buck and Moses McArthur, arsenal, near Richmond, Virginia	-	1,124 60				
Capt. N. Baden and Lieut's Herring and Lagnelle, arsenal, Augusta, Ga.	-	1,050 00				
Capt. Edward Harding, arsenal, Mount Vernon, Alabama	-	300 00	19,792 31			
Capt. John Hills, arsenal, Appalachicola, Florida	-	-	39,453 30			
Lieut. F. L. Jones and Lieut. W. S. Newton, arsenal, Baton Rouge, La.	-	1,690 00	825 49	-	30 90	
Capt. J. Simington, arsenal, St. Louis, Missouri	-	6,244 81	37,748 87	-	1,500 00	
Capt. J. Howard, arsenal, Detroit, Michigan	-	368 32	27,337 36			
Major J. L. Smith and Capt. S. Perkins, depot, New York	-	1,623 28	7,724 60	-	1,325 76	
Lieut. James Allen and William L. Poole, depot, Charleston, S. C.	-	639 85				
Major T. C. Legate, lead mines, Galena, Illinois	-	5,501 72				
Sundry persons, for cannon and small arms	-	-	-	76,259 29	132,200 47	
Settlements on audited accounts	867 64	14 47	17 47			
Total	370,603 74	71,434 96	196,591 49	88,387 99	173,126 37	3,063 00

STATEMENT A—Continued.

OFFICERS' NAMES AND STATIONS.	Amount of sums remitted, including the balances in the hands of agents on the 1st of January, 1834. APPROPRIATIONS. For additional machinery.	Erecting two dwelling houses.	For building a pay office.	For the new arsenal.	Slating roofs and rebuilding water wheel.	Erecting forging shop.
Charles Howard, armory, Springfield, Massachusetts	$9,323 10	$2,730 65	$2,000 00	$7,800 00	$3,500 00	$8,044 41
Daniel Bedinger, armory, Harper's Ferry, Virginia						
Capt. Jas. W. Ripley, and Lt. Robert Anderson, arsenal, Augusta, Maine						
Major H. K. Craig, arsenal, Watertown, Massachusetts						
Captain Benjamin Huger, arsenal, Fort Monroe, Virginia						
Captain Charles Ward, arsenal, Vergennes, Vermont						
Lieut. Col. George Talcot, arsenal, Watervliet, New York						
Captain H. S. Mallory, arsenal, Rome, New York						
Major R. L. Baker, arsenal, Pittsburg, Pennsylvania						
Lieut. Col. W. J. Worth, arsenal, Frankford, Pennsylvania						
Lieut. Wm. Maynadier, arsenal, Pikesville, Maryland						
Capt. Richard Bache and Marcus C. Buck, arsenal, Washington City						
Marcus C. Buck and Moses McArthur, arsenal, near Richmond, Virginia						
Capt. N. Baden and Lieut's Herring and Lagnelle, arsenal, Augusta, Ga.						
Capt. Edward Harding, arsenal, Mount Vernon, Alabama						
Capt. John Hills, arsenal, Appalachicola, Florida						
Lieut. F. L. Jones and Lieut. W. S. Newton, arsenal, Baton Rouge, La.						
Capt. J. Symington, arsenal, St. Louis, Missouri						
Capt. J. Howard, arsenal, Detroit, Michigan						
Major J. L. Smith and Capt. S. Perkins, depot, New York						
Lieut. James Allen and William L. Poole, depot, Charleston, S. C.						
Major T. C. Legate, lead mines, Galena, Illinois						
Sundry persons, for cannon and small arms						
Settlements on audited accounts						
Total	9,323 30	2,730 65	2,000 00	7,800 00	3,500 00	8,044 41

SMATEMENT A—Continued.

OFFICERS' NAMES AND STATIONS.	Amount of sums remitted, including the balances in the hands of agents on the 1st of January, 1834.					
	APPROPRIATIONS.					
	Slating roofs of four work shops.	Enlargement of the canal.	Repairing the walls of four work shops.	Construction of new wheels and machinery.	Repair and extension of the public dam.	Erecting store houses.
Charles Howard, armory, Springfield, Massachusetts						
Daniel Bedinger, armory, Harper's Ferry, Virginia	$186 58	$14,998 27	$650 05	$2,105 10	$3,625 45	$4,000 00
Capt. Jas. W. Ripley and Lt. Robert Anderson, arsenal, Augusta, Maine						
Major H. K. Craig, arsenal, Watertown, Massachusetts						
Captain Benjamin Huger, arsenal, Fort Monroe, Virginia						
Captain Charles Ward, arsenal, Vergennes, Vermont						
Lieut. Col. George Talcot, arsenal, Watervliet, New York						
Captain H. S. Mallory, arsenal, Rome, New York						
Major R. L. Baker, arsenal, Pittsburg, Pennsylvania						
Lieut. Col. W. J. Worth, arsenal, Frankford, Pennsylvania						
Lieut. Wm. Maynadier, arsenal, Pikesville, Maryland						
Capt. Richard Bache and Marcus C. Buck, arsenal, Washington City						
Marcus C. Buck and Moses McArthur, arsenal, near Richmond, Va.						
Capt. N. Baden and Lieut's Herring and Lagnelle, arsenal, Augusta, Ga.						
Capt. Edward Harding, arsenal, Mount Vernon, Alabama						
Capt. John Hills, arsenal, Appalachicola, Florida						
Lieut. F. L. Jones and Lieut. W. S. Newton, arsenal, Baton Rouge, La.						
Capt. J. Symington, arsenal, St. Louis, Missouri						
Capt. J. Howard, arsenal, Detroit, Michigan						
Major J. L. Smith and Capt. S. Perkins, depot, New York						
Lieut. James Allen and William L. Poole, depot, Charleston, S. C.						
Major T. C. Legate, lead mines, Galena, Illinois						
Sundry persons, for cannon and small arms						
Settlements on audited accounts						
Total	186 58	14,998 27	650 05	2,105 10	3,625 45	4,000 00

STATEMENT A—Continued.

OFFICERS' NAMES AND STATIONS.	Amount of sums remitted, including the balances in the hands of agents on the 1st of January, 1834. APPROPRIATIONS.					
	Completion of machinery.	Erecting dwelling houses.	For the purchase of cannon.	More perfect defence of the frontier.	Purchase of (arms) accoutrements for S. Carolina.	Purchase of (arms) accoutrements, mounted rangers.
Charles Howard, armory, Springfield, Massachusetts						
Daniel Bedinger, armory, Harper's Ferry, Virginia	$24,200 00	$4,020 33				
Capt. Jas. W. Ripley and Lieut. Robert Anderson, arsenal, Augusta, Me.						
Major H. K. Craig, arsenal, Watertown, Massachusetts	-	-	-	$5,000 00	$2,141 50	$2,598 00
Capt. Benjamin Huger, arsenal, Fort Monroe, Virginia						
Capt. Charles Ward, arsenal, Vergennes, Vermont						
Lieut. Col. George Talcot, arsenal, Watervliet, New York						
Capt. H. S. Mallory, arsenal, Rome, New York						
Major R. L. Baker, arsenal, Pittsburg, Pennsylvania	-	-	-	-	3,989 50	
Lieut. Col. W. J. Worth, arsenal, Frankford, Pennsylvania						
Lieut. Wm. Maynadier, arsenal, Pikesville, Maryland						
Capt. Richard Bache and Marcus C. Buck, arsenal, Washington City						
Marcus C. Buck and Moses McArthur, arsenal, near Richmond, Va.						
Capt. N. Baden and Lieut's Herring and Lagnelle, arsenal, Augusta, Ga.						
Capt. Edward Harding, arsenal, Mount Vernon, Alabama						
Capt. John Hills, arsenal, Appalachicola, Florida						
Lieut. F. L. Jones and Lieut. W. S. Newton, arsenal, Baton Rouge, La.						
Capt. J. Symington, arsenal, St. Louis, Missouri						
Capt. J. Howard, arsenal, Detroit, Michigan						
Major J. L. Smith and Capt. S. Perkins, depot, New York						
Lieut. James Allen and William L. Poole, depot, Charleston, S. C.						
Major T. C. Legate, lead mines, Galena, Illinois						
Sundry persons, for cannon and small arms	-	-	$4,266 67	20,561 12		
Settlements on audited accounts						

STATEMENT A—Continued.

OFFICERS' NAMES AND STATIONS.	Amount of sums remitted, including the balances in the hands of agents on the 1st Jan. 1834.		Total amount.	Amount expended and accounted for.	Balances remaining unexpended, in the hands of disbursing officers, Dec. 31, 1834.
	APPROPRIATIONS.				
	Purchase of three acres of land on the Alab'a river.	Arsenal at St. Louis.			
Charles Howard, armory, Springfield, Massachusetts	-	-	$219,329 32	$206,251 99	$13,077 33
Daniel Bedinger, armory, Harper's Ferry, Virginia	-	-	244,792 36	225,736 08	19,056 28
Capt. Jas. W. Ripley and Lt. Robert Anderson, arsenal, Augusta, Me.	-	-	12,382 47	10,960 53	1,421 94
Major H. K. Craig, arsenal, Watertown, Massachusetts	-	-	29,380 68	17,820 74	11,559 94
Capt. Benjamin Huger, arsenal, Fort Monroe, Virginia	-	-	20,752 51	18,247 18	2,505 33
Capt. Charles Ward, arsenal, Vergennes, Vermont	-	-	1,310 02	1,310 02	
Lieut. Col. George Talcot, arsenal, Watervliet, New York	-	-	40,786 83	39,180 01	1,606 82
Capt. H. S. Mallory, arsenal, Rome, New York	-	-	1,723 95	1,709 37	14 58
Major R. L. Baker, arsenal, Pittsburg, Pennsylvania	-	-	21,398 32	17,270 26	4,128 06
Lieut. Col. W. J. Worth, arsenal, Frankford, Pennsylvania	-	-	25,097 74	24,238 35	859 39
Lieut. Wm. Maynadier, arsenal, Pikesville, Maryland	-	-	1,392 20	1,254 13	138 07
Capt. Richard Bache and Mareus C. Buck, arsenal, Washington City	-	-	22,133 58	20,075 80	1,057 78
Mareus C. Buck and Moses McArthur, arsenal, near Richmond Va.	-	-	1,121 60	1,115 93	8 67
Capt. N. Baden and Lieut's Herring and Lagnelle, arsenal, Augusta, Ga.	-	-	1,050 00	443 83	606 17
Capt. Edward Harding, arsenal, Mount Vernon, Alabama	$1,800 50	-	21,892 81	15,748 22	6,144 59
Capt. John Hills, arsenal, Appalachicola, Florida	-	-	39,453 36	37,885 22	1,568 08
Lieut. F. L. Jones and Lt. W. S. Newton, arsenal, Baton Rouge, La.	-	-	2,546 39	2,034 39	512 00
Capt. J. Symington, arsenal, St. Louis, Missouri	-	$8,500 00	53,993 68	33,883 95	20,104 73
Capt. J. Howard, arsenal, Detroit, Michigan	-	-	27,705 68	27,705 68	
Major J. L. Smith and Capt. S. Perkins, depot, New York	-	-	10,673 64	7,856 26	2,817 38
Lieut. James Allen and William L. Poole, depot, Charleston, S. C.	-	-	639 85	600 12	39 73
Major T. C. Legate, lead mines, Galena, Illinois	-	-	5,501 72	4,719 70	782 02
Sundry persons, for cannon and small arms	-	-	233,287 55	233,287 55	
Settlements on audited accounts	-	-	899 58	899 58	
Total	1,800 50	8,500 00	1,039,248 78	951,239 89	88,008 89

ORDNANCE OFFICE, *Washington, Nov.* 20, 1835.

GEO. BOMFORD, *Col. of Ordnance.*

B.

STATEMENT of the money expended through the Ordnance partment, during the first, second, and third quarters of 1835.

STATIONS.	Amount transmitted in the 1st, 2d & 3d quarters of 1835, & balances remaining in officers' hands at the close of the year 1834.	Amount of accounts rendered in the first, second, and third quarters of the year 1835.	Balances mainin officers hands of Octo 1835.
Armory, Springfield, Mass. -	$141,083 52	$120,665 40	20,418
" Harper's Ferry, Va.	161,918 18	144,185 24	17,732
Arsenals, Augusta, Maine, -	4,826 94	4,224 75	602
" Watertown, Mass. -	45,773 84	43,284 47	2,489
" Fort Monroe, Va. -	25,928 51	20,115 61	5,812
" Vergennes, Vt. - -	205 28	199 45	5
" Watervliet, N. Y. -	50,210 61	46,219 73	3,990
" Rome, N. Y. - -	1,214 58	1,214 58	
" Pittsburg, Penn. -	22,073 81	16,738 87	5,334
" Frankford, Penn. -	26,096 63	21,691 60	4,405
" Pikesville, Md. - -	1,828 60	1,777 69	50
" Washington City, -	22,274 90	17,120 12	5,154
" near Richmond, Va. -	110 62	110 62	
" Augusta, Geo. - -	1,098 17	1,074 91	23
" Mount Vernon, Ala. -	16,944 59	14,081 03	2,863
" Appalachicola, Florida,	26,968 08	20,920 24	6,047
" Baton Rouge, La. - -	11,007 70	6,398 00	4,609
" St. Louis, Mo. - -	28,342 60	25,687 90	2,654
" Detroit, M. T. - -	18,591 99	17,852 78	739
Depot, New York, - -	8,464 14	1,812 10	6,652
" Charleston, S. C. -	596 53	481 36	115
U. S. lead mines, Galena, Ill.	4,247 02	4,247 02	
Sundry persons, for cannon, gun carriages, and small arms, - - - - -	117,599 10	117,599 10	
Settlements on audited acc'nts,	2,513 74	2,513 74	
Total, -	739,919 68	650,216 31	89,703

ORDNANCE OFFICE, *Washington, November* 20, 1835.

GEO. BOMFORD,
Col. of Ordnance.

NOTE.—The officer in charge of the Appalachicola arsenal died the 6th October last, a no cash accounts have been received from that post for the third quarter of 1835.

G. B.

Return of Ordnance and Ordnance Stores fabricated, procured, and repaired at the National and Private Armories, and Ordnance Stations, from the 1st October, 1834, to the 30th September, 1835, inclusive.

MADE AND PROCURED.

CLASS 1.	98	32 pounder iron cannon.
	3	12 do do.
	4	6 do do.
CLASS 2.	2	12 do field carriages—block trail.
	1	12 do do . gribeanval.
	28	6 do do do.
	2	6 do do block trail.
	4	6 do caissons.
	13	32 do casemate carriages.
	85	32 do casemate chasses.
	93	24 do do do.
	3	24 do casemate carriages.
	82	24 do barbette do.
	80	24 do do chasses.
	21	32 do upper carriages, iron.
	107	Sets of irons for 32 pounder chasses.
	94	24 pounder carriages, iron.
	84	Sets of iron for 24 pounder chasses.
	1	24 do carriages, iron, barbette.
	1	Travelling forge.
	15	Elevating machines.
	59	Traverse boards.
CLASS 3.	663	Sponges and rammers, assorted.
	255	Rammers and staves, do.
	175	Sponges and staves, do.
	71	Ladles and worms, do.
	75	Ladles and staves, do.
	78	Worms and staves, do.
	54	Lead aprons.
	23	Tarpaulings.
	216	Tompions, assorted.
	90	Priming horns.
	174	Priming wires.
	550	Sponges.
	192	Sponge covers.
	312	Sponge buckets.
	8	Tar buckets.
	31	Water buckets.
	19	Limt stocks.
	16	Portfire stocks.
	155	Portfire cases.
	98	Portfire clippers.
	18	Prolonges.
	60	Tube pouches.
	49	Tube boxes.
	12	Gunners' Gimblets.

STATEMENT C—Continued.

MADE AND PROCURED.

CLASS. 3—Continued.	Gunners' haversacks.	10
	Artillery harness sets for four horses.	19
	Artillery saddles.	3
	Traversing handspikes.	478
	Truck do.	445
	Trail do.	66
	Implement straps, sets.	142
	Bridge barrels.	770
	Cannon locks, percussion.	338
	Cannon scrapers.	13
	Thumbstalls.	906
	Thermometers.	3
	Verifying instruments, sets.	4
	Spirit level.	1
	Graduated scales.	3
CLASS 4.	32 pounder round shot.	1,077
	12 do do.	12
	6 do do.	16
	12 do strapped shot.	221
	6 do do.	142
	24 do shells, strapped.	339
	12 do do.	437
CLASS 5.	12 do strapped shot, fixed.	279
	6 do do do.	246
	6 do canister shot, do.	72
	32 do grape shot, do.	233
CLASS 6.	Muskets, armory, complete.	22,506
	Do contract, do.	7,540
	Hall's rifles, do.	1,060
	Artillery swords.	2,000
	Sabres, dragoon.	1,840
	Screwdrivers.	10,112
	Wipers.	11,711

MADE AND PROCURED.

CLASS 6—Continued.	Ball screws.	1,532
	Spring vices.	1,485
CLASS 7.	Infantry accoutrements, sets complete.	750
	Hall's rifle do do.	500
	Dragoon do do.	250
	Cartridge boxes, infantry.	941
	Do dragoon.	137
	Cartridge box belts, buff.	2,052
	Do do black.	31
	Bayonet scabbards.	2,578
	Bayonet belts, buff.	1,910
	Do black.	31
	Sabre belts, buff.	1,214
	Artillery sword belts, buff.	2,400
	Pouches and belts, rifle.	301
	Waist belts, do.	301
	Rifle flasks.	250
	Holsters, pair.	65
	Seal skin housings.	390
	Brushes and picks.	1,350
	Flint caps.	16,598
	Gun slings, russet.	1,514
	Carbine buckets and straps.	750
	Do slings.	750
CLASS 8.	32 pounder flannel cartridges.	45
	24 do do.	556
	12 do do.	184
	6 do do.	1,392

STATEMENT C—Continued.

MADE AND PROCURED.

CLASS 8—Continued.

24 pounder howitzer cartridges.	455
Cartridge bags, flannel, assorted.	21,000
Musket ball and buck shot cartridges.	59,856
Pistol ball cartridges.	47,701
Carbine do.	71,415
Rifle do.	6,450
Musket blank cartridges.	27,070
Pistol do.	10,650
Carbine do.	10,650
Musket balls, pounds.	4,840
Pistol do do.	825
Rifle do do.	1,849
Buck shot, do.	300
Rockets.	1,245
Rocket sticks.	431
Percussion caps.	68,205
Portfires.	4,224
Priming tubes, full.	18,542
Do empty.	17,534
Fuses, fuil.	17
Quick match, pounds.	14
Slow match, do.	797
Wheel cases, No.	390
Brimstone, pounds.	381
Sulphur, do.	106
Nitre, refined, pounds.	300

MADE AND PROCURED.

CLASS 8—Continued.

CLASS 9.

Cannon wads, No.	7,353
Cannon cartridge paper, pounds.	507
Musket do do.	5692
Wrapping do do.	92
Axletrees, assorted.	189
Wheels, wagon.	4
Belt plates.	1,575
Bridles.	13
Saddles.	14
Collars.	40
Wagon harness, sets.	5
Canisters.	100
Barbette pintle cases.	369
Do do crosses.	66
Do do plates.	236
Do naves.	57
Do traverse wheels.	134
Do truck do.	134
Do screw boxes.	66
Sockets, handspike.	238
Bolts and rings.	252
Braces.	130
Rub plates.	468
Washer plates.	610
Washers.	794
Inch bolts.	1,772
Axle caps.	1,008
Bolts and rivets.	501
Tongue brace bolts.	202
Tongue caps.	417
Rail plates.	460
Rail plate nails.	7,206
Tongue plates.	58
Transom plates.	135

STATEMENT C—Continued.

MADE AND PROCURED.

CLASS 9—Continued.		Nuts, assorted.	2,736
		Canister blocks.	50
		Cartridge box blocks.	1,195
CLASS 10.		Guns.	4
		Gin falls.	6
		Gin blocks, sets.	10
		Sheaves for ditto, brass.	20
		Wagon, common.	1
		Do truck.	1
		Carts, common.	6
		Do sling.	1
		Chains for sling carts.	2
		Wheelbarrows.	3
		Bells, large.	2
		Do house.	6
		Pumps.	2
		Scales and weights, sets.	4
		Patent balances.	3
		Mathematical instruments, sets.	3
		Fire buckets.	50
		Eprouvette bed, iron.	1
		Fire engine.	1
		Arm chests.	358
		Horses.	5
		Oxen.	2
		Mortars and pestles.	3
PART 2.—CLOTHS, THREAD, &c.		Flannel, yards.	4,034
		Duck linen, yards.	293
		Ticking, do.	229
		Coarse linen, do.	216
		Coarse cotton, do.	160
		Webbing, white, do.	410
		Oakum, pounds.	14
		Junk, do.	17,326
		Rope, white, pounds.	3,307
		Do tarred, do.	54
		Rope yarn, do.	1,153
		Tow, do.	145
		Thread, do.	373
		Twine, do.	396

MADE AND PROCURED.

THREAD, &c.—Continued.	Fringe for sponges, do.	218
	Sash cord, pieces.	141
	Woolen yarn.	601
FORAGE.	Corn, bushels.	1,891
	Oats, do.	2,979
	Hay, pounds.	266,908
	Straw, do.	32,685
	Bran, bushels.	196
	Meal, do.	113
IRONMONGERY.	Iron, bar, pounds.	880,191
	Do assorted, do.	120,307
	Do cast, do.	86,222
	Do scrap, do.	58,607
	Steel, do.	75,272
	Do scrap, do.	11,945
	Tin, block, do.	1,421
	Do plate, sheets of.	1,158
	Lead, pounds.	56,711
	Wire, brass, pounds.	292
	Do iron, do.	264
	Nails, cut, do.	63,182
	Do wrought, do.	290

STATEMENT C—Continued.

MADE AND PROCURED.

IRONMONGERY—Continued.

| | | |

STATEMENT C—Continued.

MADE AND PROCURED.

LABORATORY STORES.	1	Acid, muriatic, pounds.
	30	Do nitric, do.
	126	Do sulphuric, do.
	109	Alcohol, gallons.
	22	Whiskey, do.
	2	Alum, pounds.
	103	Antimony, do.
	22	Arsenic, do.
	73	Bees wax, do.
	244	Borax, do.
	148	Candles, do.
	30	Chloride of lime, pounds.
	3	Do of potash, do.
	10	Copperas, do.
	324	Flour, do.
	2	Gum Arabic, do.
	13	Do camphor, do.
	10	Do copal, do.
	14	Do shellac, do.
	90	Rosin, do.
	4	Sal ammoniac, do.
	352	Soap, do.
	105	Spelter, do.
	1,290	Tallow, do.
	10	Tobacco, do.
	620	Vitriol, oil of, do.
	36	Do blue, do.
	1,703	Woollen rags, do.
	18,660	Zinc, do.
LUMBER, GUN-CARRIAGE TIMBER, BUILDING MATERIALS, &c.	52	Casemate chasses timber, sets.
	20	Barbette carriage timber, do.
	261	Cypress timber, cubic feet.
	50	Oak do do.
	48,978	Oak, squared, board measure, feet.
	99	Oak logs, No.
	8,573	Locust timber, board measure, feet.
	2,000	Hickory do do do.
	326,062	Pine do do do.

STATEMENT C—Continued.

MADE AND PROCURED.

LUMBER, GUN-CARRIAGE TIMBER, BUILDING MATERIALS, &c.

Pine timber, cubic feet.	22,240
Plank, assorted, feet.	241,907
Boards, do.	419,781
Scantling, do.	144,267
Joist, do.	104,875
Shingles, No.	171,450
Laths, do.	49,600
Fence posts, No.	1,555
Do rails, do.	1,440
Hoop poles, do.	1,550
Mahogany, board measure, feet.	75
Musket stocks, No.	42,533
Rifle stocks, do.	1,510
Naves, do.	20
Spokes, do.	110
Bricks, do.	1,416,225
Do fire, do.	3,290
Building stone, perches.	625
Do cut and hewn, feet.	3,655
Slate, squares of.	87
Lime, bushels.	6,294
Cement, do.	663

STATEMENT C—Continued.

MADE AND PROCURED.

BUILDING MATERIALS—Cont'd.	4,685	Plaster Paris, pounds.			
	8,779	Sand, bushels.			
	180	Hair, do.			
LEATHER AND SKINS.	15,961	Leather, assorted, pounds.			
	328	Do buff, do.			
	10,038	Do do old, do.			
	2	Do buck, skins.			
	15,96	Do deer, do.			
	19	Do calf, do.			
	749	Do sheep, do.			
	57,61	Do seal, do.			
		Do morocco, do.			
	540	Raw hides, do.			
		Old leather, bushels.			
PAINTS, OIL, GLASS, &c.	6,752	Paints, mixed, pounds.			
	9,685	Lead, white, do.			
	112	Do black, do.			
	65	Do red, do.			
	979	Ochre, yellow, do.			
	14	Do red, do.			
	85	Crome, yellow, do.			
	39	Do green, do.			
	6	Dragon's blood, do.			
	32	Spanish brown, do.			
	2	Ivory black, do.			
	10	Prussian blue, do.			
	11	Venetian red, do.			
	26	Verdigris, do.			
	2	Vermilion, do.			
	9	Umber, do.			
	184	Lampblack, do.			
	25	Sugar of lead, do.			
	9	Gold leaf, books of.			
	560	Putty, pounds.			
	3,504	Whiting, do.			
	3,443	Oils, assorted, gallons.			
	40	Varnish, do.			

STATEMENT C—Continued.

MADE AND PROCURED.

PAINTS, OIL, GLASS, &c.—Continued.		
	14	Lacker, gallons.
	139	Pitcoal tar, do.
	246	Spirits turpentine, gallons.
	211	Litharge, pounds.
	8,620	Glass, feet.
	2,152	Do lights of.
STATIONERY.	135	Blank books, No.
	51	Blank accounts, quires.
	1,346	Post and letter paper, do.
	641	Cap paper, do.
	143	Drawing paper, sheets of.
	140	Envelope, quires.
	19,612	Quills, No.
	271	Pencils, do.
	75	Pens, steel, No.
	6	Sealing wax, pounds.
	4	Wafers, do.
	51	Sand, black, do.
	10	Ink, black, gallons.
	1	Do red, do.
	115	Tape, pieces of.
	24	Braid, do.
TOOLS.	11	Adzes, No.
	34	Anvils, do.
	29	Axes, do.
	128	Augers, do.
	90	Awls, do.
	18	Bellows, pair.
	19	Braces, No.
	192	Bits, do.
	2	Bench screws, No.
	4	Buff wheels, do.
	3	Bending machines, No.
	4	Buttresses, do.
	438	Brushes, assorted, do.
	90	Camel's hair pencils, do.
	231	Chisels, assorted, do.
	13	Copper pans, do.
	4	Creasers, do.
	52	Chargers, do.

STATEMENT C—Continued.

MADE AND PROCURED.

TOOLS—Continued.

10	99	Calipers, pair.
	99	Cold chisels, No.
	17	Stocker's do do.
	15	Turner's do do.
	50	Countersinks, do.
	2	Cutting machines, No.
	253	Crucibles, do.
	100	Drills, do.
	7	Drill stocks, do.
	56	Drifts, do.
	1	Diamond, glazier's, do.
	33	Dies and stocks, do.
	123	Dies and taps, do.
	2	Dredging boxes, do.
	62	Dripping pans, do.
	20	Drilling machines, do.
	20	Fuller's do.
	2	Fringe looms, do.
	19,352	Files, assorted, do.
	160	Formers cartridge, do.
	19	Do rocket, do.
	85	Funnels, do.
	177	Gauges, do.
	110	Gimblets, do.
	18	Gouges, do.
	25	Grindstones, do.
	2	Gun barrel turning machines, No.
	109	Hammers, assorted, No.
	2	Hardies, do.
	6	Hatchets, do.
	184	Heading tools, do.
	1	Laboratory knives, do.
	2	Lathes, turning, do.
	4	Ladders, do.
	14	Lanterns, do.
	32	Mallets, do.
	10	Mandrills, do.
	1	Mill, hand, corn, do.
	1	Do paint, do.
	19	Nippers, pair.
	33	Oil stones, No.
	15	Pliers, pair.
	5	Pincers, do.
	8	Picks, No.
	17	Powder measures, sets.
	116	Punches, No.
	9	Polishing wheels, No.
	1	Ploughs, do.
	99	Planes, assorted, do.
	98	Plane irons, do.

STATEMENT C—Continued.

MADE AND PROCURED.	TOOLS—Continued.	Rasps, No.	17	
		Reamers, No.	9	
		Rules, carpenter's, No.	43	
		Saws, assorted, do.	210	
		Sieves, do.	7	
		Screw drivers, do.	24	
		Slabs and mullers, do.	4	
		Sledges, do.	3	
		Squares, do.	68	
		Swedges, do.	37	
		Stamps, do.	72	
		Scissors, pair.	40	
		Spoke shaves, No.	14	
		Shot gauges, do.	12	
		Star moulds, do.	25	
		Shovels, do.	50	
		Spades, do.	20	
		Scythes and sneads, No.	10	
		Scoops, do.	4	
		Tongs, pair.	22	
		Vices, No.	22	
		Wrenches, No.	25	
	MISCELLANEOUS.	Coal, pit, bushels.	40,270	
		Do char, do.	111,194	
		Do anthracite, pounds.	1,056,151	
		Wood, cords.	1,319	
		Packing boxes, No.	567	
		Ammunition kegs, No.	96	
		Barrels, do.	227	
		Tierces, do.	16	
		Brooms, do.	371	
		Oil cans, do.	46	
		Jugs, do.	25	
		Ammunition sacks, do.	22	
		Magazine sacks, pair.	42	
		Salt, bushels.	214	
		Clover seed, bushels.	2	
		Flax seed, do.	2	
		Timothy seed, do.	3	
		Muskets, No.	2,639	
REPAIRED.		Rifles, common, No.	290	
		Do Hall's, do.	362	
		Carbines, do.	4	
		Pistols, do.	62	
		Muskets cleaned and oiled, No.	1,070	

REPAIRED.

Muskets re-browned, No.	355
Gun carriages, do.	8
Musket cartridges.	7,750
Powder, cannon, barrels of.	4,635
Powder barrels.	6
Old files re-cut.	2,189
Screw drivers.	276
Vipers.	375
Ball screws.	52
Spring vices.	15
Brushes and picks.	12
Carts.	6
Wagons.	5
Wheelbarrows.	5
Saddle.	1
Sponges and rammers.	10
Cannon cartridge bags flannel.	37
Cannon wads.	167
Elevating screws.	2
Cartridge box belts.	51
Rifle flasks, copper.	73
Hall's rifle flasks, copper.	39
Screw drivers.	26
Wipers.	9
Ball screws.	11
Spring vices.	22
Bullet moulds.	316
Accoutrements, sets.	41
Locks.	32
Bayonets.	48
Slow match, pounds.	116
Budge barrels.	20
Musket barrels.	134
Locks.	133
Bayonets.	1,119
Guards.	59
triggers.	89
trigger plates.	78
side plates.	56
heel plates.	63
lock plates.	56
upper bands.	72
middle do.	129
lower do.	71
band springs.	228
stocks.	31
Grape shot, stands of.	799

ORDNANCE OFFICE, *Washington, November* 20, 1835.

G. BOMFORD, *Colonel of Ordnance.*

D.

***STATEMENT** of the arms, accoutrements, &c. procured, and of the expenditures made, under the act for arming and equipping the militia, from the 1st of October, 1834, to the 30th of September, 1835, the same being embraced in statement C.*

Muskets, complete	7,540
Rifles, (Hall's,) complete	1,060
Artillery swords	2,000
Cavalry sabres	840
Infantry cartridge boxes	415
Bayonet belts	2,354
Sword belts	2,400
Sabre belts	374
Rifle pouches and belts	301
Cavalry cartridge boxes	25
Holsters, pairs	65
Six-pounder field carriages, with implements, &c. complete	26
Percussion cannon locks	330
Expenditures.	
Amount paid for arms, &c. procured	$142,149 90
Amount paid for inspection, packing boxes, storage, and distribution of the arms, &c. to the States and Territories	6,368 59
	$148,518 49

ORDNANCE OFFICE,
Washington, November 20, 1835.

GEO. BOMFORD,
Colonel of Ordnance.

E.

APPORTIONMENT of arms to the militia, for the year 1834, *under the act of* 1808, *for arming and equipping the whole body of militia.*

States and Territories.	Date of return.	Number of militia.	No. of arms apportioned in muskets.
Maine	1834	40,849	467
New Hampshire	1834	28,712	327
Massachusetts	1824	44,973	514
Vermont	1835	25,581	289
Rhode Island	1832	1,377	15
Connecticut	1834	24,786	283
New York	1835	181,945	2,081
New Jersey	1829	39,171	447
Pennsylvania	1831	202,281	2,313
Delaware	1827	9,229	105
Maryland	1834	46,889	536
Virginia	1834	102,597	1,173
North Carolina	1835	65,593	764
South Carolina	1833	51,112	584
Georgia	1834	48,461	554
Alabama	1829	14,892	170
Louisiana	1830	14,808	169
Mississippi	1830	13,724	155
Tennessee	1830	60,982	697
Kentucky	1831	67,190	768
Ohio	1835	132,713	1,519
Indiana	1833	53,913	617
Illinois	1831	27,386	313
Missouri	1833	2,815	32
Michigan Territory	1831	5,476	62
Arkansas Territory	1825	2,028	23
Florida Territory	1831	827	9
District of Columbia	1832	1,249	14
Total	-	1,311,569	15,000

ORDNANCE OFFICE,
Washington, November 20, 1835.

GEO. BOMFORD,
Colonel of Ordnance.

F.

STATEMENT of the ordnance and ordnance stores distributed to the militia, under the act of April, 1808, *from the* 1*st October*, 1834, *to the* 30*th September*, 1835.

37	six-pounder iron cannon and carriages, with implements, &c. complete.
4	twelve do. do. do. do. do.
3	six-pounder caissons, complete.
2	twelve do. do.
2	four-pounder brass cannon.
330	percussion cannon locks.
6,870	muskets and appendages.
500	rifles, (Hall's,) do.
1,317	rifles, (common) do.
752	pistols.
376	cavalry sabres.
2,186	sets of infantry accoutrements.
301	sets of rifle do.
376	sets of cavalry do.

The whole being equal in value to 12,310 muskets.

ORDNANCE OFFICE,
Washington, November 20, 1835.

GEO. BOMFORD,
Colonel of Ordnance.

NOTE.—Since the 30th September last, (in October, 1835,) orders have been given for ordnance and ordnance stores to be issued to the several States, under the act of 1808, upon settlements made with them up to the 31st December, 1834, equal in value to 33,397 muskets. These issues have not been embraced in the above statement, in consequence of their not being made within the fiscal year.

GEO. BOMFORD.

G.

STATEMENT of the artillery, small arms, accoutrements, and other ordnance stores, issued to the troops and the Engineer Department from 1st October, 1834, to 30th September, 1835.

CLASS 1.	32 pounder iron cannon.	59
	24 pounder do.	162
	12 pounder do.	6
	6 pounder do.	18
CLASS 2.	32 pounder casemate chasses, with implements and equipments complete.	21
	32 pounder cast iron carriages.	21
	24 pounder casemate carriages, with implements and equipments complete.	10
	24 pounder chasses, with implements and equipments complete.	21
	24 pounder iron carriages.	74
	24 pounder chasses, irons, sets.	74
	24 pounder barbette carriages, with implements and equipments complete.	36
	12 pounder carriages, do do do.	6
	6 pounder carriages, do do do.	19
CLASS 3.	Sponges and rammers.	12
	Sponges.	44
	Powder horns.	30
	Priming wires.	6
	Thumbstalls.	24
	Portfire stocks.	4
	Tompions.	4
	Dark lantern.	1
	Artillery harness sets for two wheel horses.	8
	Artillery harness sets for two leading horses.	8
CLASS 4.	32 pounder cannon balls.	515
	24 pounder do.	1050
	6 pounder do.	70
	10 inch shells.	25
CLASS 5.	32 pounder grape shot, stands.	93
	24 pounder do.	336
	24 pounder grape shot.	100
	6 pounder grape shot fixed.	100
	6 pounder strapped shot fixed.	400
	6 pounder cannon shot.	50
CLASS 6.	Wads, (cannon.)	948
	Muskets complete.	105
	Rifles, half stocked.	67
	Hall's carbines.	110
	Pistols.	60
	Dragoon sabers.	750
	Artillery swords.	4

STATEMENT G—Continued.

Cartridge boxes.	26
Cartridge box belts.	22
Bayonet belts.	27
Bayonet scabbards.	66
Brushes and picks.	83
Gun slings.	814
Sets of infantry accoutrements.	196
Ball screws.	2
Spring vices.	1
Wipers.	69
Screw drivers.	67
Musket flints.	17,200
Rifle flints.	1,600
Pistol cartridge boxes.	338
Holsters, pair.	273
Sabre belts, (white webbing.)	188
Artillery sword belts.	4

CLASS 7.

Cannon powder, pounds.	24,925
Musket powder, pounds.	3,930
Rifle powder, pounds.	125
Refined nitre, pounds.	500
Crude sulphur, pounds.	200
Rolled. do.	100
Cartridges, (cannon.)	434
Cartridge bags.	6,512
Musket ball cartridges.	74,500
Musket ball and buck shot cartridges.	20,000

CLASS 8.

STATEMENT G—Continued.

STATEMENT G—Continued.

CLASS 8.—Continued.	48,000	Musket blank cartridges.
	12,200	Rifle ball cartridges.
	44,375	Pistol ball cartridges.
	10,650	Pistol blank cartridges.
	72,775	Carbine ball cartridges.
	10,650	Carbine blank cartridges.
	249	Pounds cartridge paper.
	6,200	Priming tubes filled.
	125	Fuses.
	75,975	Carbine percussion caps.
	1,731	Portfires.
	613	Pounds slow match.
	1	Pound quick match.
CLASS 9.	32	Belt plates.
	90	Hooks and slides for dragoon sabres.
MISCELLANEOUS.	6	Musket arm chests.
	1	Truck wagon for cannon.
	1	Chain for do.
	2	Gins.
	1	Blocks and falls for do.
	3	Twine, lbs.
	614	Flannel yarn, yards.
	90	Broad white webbing, yards.
	300	Narrow white do.
	10	Cartridge thread, lbs.
	2	Woollen yarn, lbs.

STATEMENT G—Continued.

MISCELLANEOUS—Continued.

Copper tacks.	Borax, lbs.	Rosin, lbs.	Antimony, lbs.	Refined whiskey, gallons.	Timber, pieces.	Paint, lbs.	Pit coal tar, gallons.	Pumice stone, lbs.	Rotten stone, lbs.	Linseed oil, gallons.	Spirits turpentine, gallons.	Lamp black, lbs.	White lead, lbs.	Litharge, lbs.	Black paint, lbs.	Chrome green, lbs.	Spanish whiting, lbs.	Umber, lbs.	Handsaws.	Files.	Paint brushes.	Scissors, pair.	Powder measures.	Funnel.	Cooper adze.	Earthen bowls.	Musket and rifle chargers.	Laboratory knives.
1,300	1	62	50	10	10	4	70	3	5	36	12	14	337	4½	30	3	6	4	2	18	42	24	10	1	1	12	24	12

ORDNANCE OFFICE, *Washington, November* 20, 1835.

G. BOMFORD,
Col. of Ordnance.

H.

STATEMENT, in abstract, of the operations of the United States lead mines in the vicinity of Fever river, from the 30th of September, 1834, to the 30th of September, 1835.

Pounds of lead made during the year - - - -		3,754,290
Pounds of lead which have accrued as rent during the present year - - - - - -	209,585	
Pounds of lead remaining due September 30, 1834	328,802	
Total of rent lead due - - - - -		538,387
Pounds of rent lead received in the year ending September 30, 1835 - - - - - - -		45,074
Pounds of rent lead remaining due September 30, 1835 -		493,313

ORDNANCE OFFICE,
Washington, November 20, 1835.
GEO. BOMFORD, *Colonel of Ordnance.*

I.

STATEMENT of the lead made annually at the United States lead mines, from the year 1821, *when their superintendence was transferred from the Treasury to the War Department, to September* 30, 1835.

PERIODS.	FEVER RIVER.	MISSOURI.	TOTAL.
	Pounds.	*Pounds.*	*Pounds.*
Lead made from the year 1821 to the 30th of September, 1823 -	335,130	-	335,130
Lead made in the year ending September 30, 1824 - -	175,220	-	175,220
Do do - 1825 -	664,530	386,590	1,051,120
Do do - 1826 -	958,842	1,374,962	2,333,804
Do do - 1827 -	5,182,180	910,380	6,092,560
Do do - 1828 -	11,105,810	1,205,920	12,311,730
Do do - 1829 -	13,343,150	1,198,160	14,541,310
Do do - 1830 -	8,323,998	8,060	8,332,058
Do do - 1831 -	6,381,900	67,180	6,449,080
Do do - 1832 -	4,281,876	-	4,281,876
Do do - 1833 -	7,941,792	-	7,941,792
Do do - 1834 -	7,971,579	-	7,971,579
Do do - 1835 -	3,754,290	-	3,754,290
Total -	70,420,357	5,151,252	75,571,609

NOTE.—The amount of rent lead accruing for the above period is 5,909,216 pounds.

ORDNANCE OFFICE,
Washington, November 20, 1835.
GEO. BOMFORD, *Colonel of Ordnance.*

No. 10.

REPORT OF THE COMMISSIONER OF INDIAN AFFAIRS.

War Department,
Office Indian Affairs, November, 24, 1835.

Sir: In compliance with your order of 4th September last, I have had the honor to present an estimate of the amount required by the Commissioner of Indian Affairs for the ensuing year; also, the estimated amount of current expenses of the Indian department for the same period, exclusive of the expenses of emigration: and also an estimate of the sums required for the payment of annuities due to individual Indians and Indian tribes, and for the fulfilment of treaty stipulations for the coming year. Those estimates were referred to in several papers then submitted, and marked A, B, and C.

Such other statements as might seem to comport with the spirit of your requisition are herewith added for the purpose of communicating specific details of our Indian concerns under the superintendence of this Department.

In the paper marked D will be found the amount drawn from the Treasury, and remitted for disbursement under the different heads of appropriation for the first three quarters of the present year; also, the amount of the accounts rendered for the corresponding period, under their respective heads, together with the balances remaining to be accounted for according to the books of this office. The remittances for disbursement form a sum total, as there appears, of $1,075,693 66; accounts have been rendered for the amount of $817,238 35; and the sum of $258,455 31 is still out, remaining to be accounted for in ordinary course. It lies in the hands of officers having the charge of paying Indian annuities, or clothed with other specific pecuniary trusts. It not unfrequently happens that unavoidable causes prevent regular and timely transmission or reception of documents required by the regulations of the Department for the rendering of accounts, without culpability attaching to the agent in the smallest degree. Among such causes are extreme distance, disbursements not completed, mischance of conveyance, and other incidental circumstances precluding complaint and admitting apology.

All material information in relation to the Indian schools, participating in the benefit of the annual appropriation of $10,000 for the civilization of the Indians, is communicated in the paper marked E, together with the particular disposition of the education funds set apart for that object in treaties with the Indian tribes. With a wish to bring this interesting subject more under general notice, there is incorporated in this statement whatever has come to the knowledge of the Department from societies and institutions co-operating in the same beneficent purpose. The cause of humanity finds an advocate in every feeling bosom, and the sentiment is as universal as grateful, that education and civilization march

hand in hand in the progress of improvement, civil and religious. The number of Indian children taught at the schools included in this report cannot be given with accuracy, inasmuch as returns have not yet been received from all the teachers. It is supposed to be about seventeen hundred.

There are, besides, one hundred and sixty-three Indian scholars at the Choctaw academy in Kentucky, the education expenses of whom are defrayed from funds provided for this special object under treaty with several of the tribes. This academy has heretofore steadily increased in reputation, in proportion to its extensive usefulness; and is now progressing successfully in the adoption of mechanical education, superadded to the common elementary branches of tuition.

In a former report, this topic was adverted to, and arguments that spontaneously presented themselves were then introduced in support of the views there taken in relation to the subject of Indian instruction in the mechanical arts, as a material part of the system of education. These, in fact, must become, if not the first, the principal step in the ladder that leads from the aboriginal to the civilized state. However agricultural may be the prevailing disposition or pursuit of any mixed community, nothing is more clear than the position that all cannot be agriculturists. Diversity of inclination, physical adaptation, and especially the positive requirements in society for the productions of mechanical skill and labor, let at nought so illusive an opinion. Employments must be found in a wholesome condition of society, suited to different tastes and capacities. But fitness for employment presupposes instruction and acquaintance with the several branches in which it is exercised, by us denominated trades. Apprenticeship only can produce able workmen; and it is believed that the mechanic arts can be the more readily grafted on the Indian stock through the means of mechanical instruction as a part of the system of education patronised by the Government.

These suggestions are offered under a firm persuasion of the capability of the Indian to take his station, through the ameliorating process of letters and the arts, by the side of the civilized man. And surely all will admit that there is a well-founded claim on our sympathies in behalf of the Indian race, when it is considered that our territories were once the hunting grounds of their forefathers, and that our cities occupy the former sites of their wigwams and villages. Humble instruments in the hands of Providence, let us lend our aid to the red man's helplessness, and assist him to ascend where civilization spreads its wide expanse, reative of new impulses, and affording a more genial home to his affections, a richer harvest for his exertions, and a brighter atmosphere for his tellectual vision.

Suitable measures have been adopted for the execution of the treaty ncluded at Chicago with the united nation of Chippewa, Ottowa, and ottawatamie Indians, and a considerable portion of them are now on e way to their destined home in the West. The residue may be exected to follow speedily, so that the entire number may probably be ngregated in their new domains in the course of the ensuing season. eanwhile, the commissioner appointed to investigate some of the indidual claims under the treaty has presented his report, which has given neral satisfaction, and they have been paid, with the exception of those allowed by him, and of which, by his appointment, he was constituted e arbiter.

Major J. Brookes has succeeded in concluding a treaty with the Cadd Indians, by which they cede their land in Louisiana to the United State and agree to remove, at their own expense, beyond our territorial limit never to return. This alternative may possibly save the small remains the tribe from total extinction—a fate that seemed to be impending on a co tinued residence in their present location, surrounded by a population tha operates on the children of the forest like miasma on constitutions unuse to its baleful influence. The treaty and journal of proceedings are her with communicated.

A treaty has also been concluded by Governor Stokes and General A buckle, with the Camanches and Witchetas, two of the three nations of I dians of the great western prairie. It is confidently expected that th Kioways, the third nation, will also become parties to the treaty, and the are good grounds for believing that it will have a salutary tendency in r pressing a long-indulged spirit for depredation, and in preserving pea among all the Indian tribes west of the Mississippi. The treaty and jou nal of proceedings are herewith transmitted.

Major Francis W. Armstrong was associated in the commission wi the above named gentlemen. He had left home to attend the council, b was suddenly arrested by disease, which ended in death before he cou reach his destination. By this unhappy event, the Government lost a m ritorious and efficient officer, and the Choctaws were deprived of a faithfi able, and devoted agent. It affords me a melancholy opportunity of st ing a matter highly creditable to the deceased, in which the good done w live after him, and consecrate his memory. In one of his communicatio to the Department, he informed that the Choctaws had then recently co demned to death, and actually executed, two of their tribe, on a charge witchcraft. Such, it seems, had been the practice among them in precedi times, showing the unhallowed influence of the superstition, and its co comitant horrors. Immediately on being apprized of the shocking transa tion, he convened the chiefs in council, and prevailed upon them to aboli the custom, under penalty of death for being instrumental thereafter in su execution, and of the lash on whoever should prefer a charge of witc craft against any of their tribe. To his decision and firmness may be a cribed the termination of a superstitious custom, that triumphs in the wea ness of human nature, gives a sort of legalized sanction to the most bar rous acts, and calls for the immolation of innocent victims, as an acknow ledgment of its paramount authority.

There has been no intermission of exertion to induce the removal of t Cherokees to the west of the Mississippi, in conformity with the poli adopted by the Government in favor of the Indians, and to which th form almost the sole exception. There can be little doubt that bad advis ment, and the intolerant control of chiefs adverse to the measure, have co duced to the disinclination of a large portion of the nation to emigra and avail themselves of the obvious benefit in the contemplated chang another portion has viewed the measure in a more favorable light, and enli ed in its advocacy with much warmth. Such a diversity of sentiment cou not fail to create collisions and animosity, and the effect has been, so far, prevention of the requisite unanimity to bring the question to a favorab issue. In this state of things, a provisional treaty has been made with Joh Ridge and other influential members of the nation, favorable to the cau of removal, and by them submitted to their brethren in May last. No a

counts of their final decision have yet been received. The provisions of the treaty are so liberal, and the disadvantages of continuing among the white population, that has entrenched itself on their borders, and even interspersed itself among them, are so glaring, that its cordial and speedy adoption might reasonably be anticipated. All proper efforts have been made by the Government to ensure this result, under the conviction that its acceptance would lead to their tranquillity, prosperity, and happiness.

Indications of a contumacious and hostile spirit on the part of the Seminoles excited apprehension that they meditated resistance to the fulfilment of their late treaty, and that their removal could not be effected without compulsion. To intimidate the disaffected, and quell a spirit of turbulence, a military detachment was ordered to repair to their country; and they were expressly assured that a compliance with their treaty, made by them with much caution and deliberation, and after an exploring party of their chiefs had examined the land allotted for their residence in the west, and passed upon it their unqualified approbation, would be enforced by the Government. It is gratifying to add that they have subsequently seen their interest and obligation in a clear light, and that they are busily engaged in preparations to remove during the ensuing spring.

The Creek Indians are beginning to wake from their long-indulged lethargy, and a general spirit of emigration is manifesting itself among them. From recent communications, much confidence is entertained that a considerable portion will be in readiness to proceed to their western home in the course of a few weeks, and that they will be followed by the residue of the nation within the coming year.

It is respectfully suggested, as a matter of extreme importance, that early appropriation should be made for the annuity money due to the different tribes, that the publication of proposals, in those cases where goods are to be furnished, may be issued in sufficient time to ensure competition in the most eligible markets, and that thereby the most suitable articles may be procured on the most reasonable terms. In addition to this obvious advantage, much benefit would accrue to the Indians, and their convenience be materially promoted, by the early transmission of their goods and money, so that distribution and payment might be made in the months of June and July, before the commencement of their sickly season, and avoiding the interference of a later period with their hunting campaign. Complaints have been repeatedly made by the different tribes of injury sustained by them through the long-delayed payment of their annuities, owing to protracted appropriation.

The year has passed without any marked event of a general character to communicate. The period has been a pacific one, with little of violence or bloodshed to record; and the Indian condition is decidedly on the improvement, so far as relates to their previous characteristic traits. The exclusion of ardent spirits, where it could be effected, has done much good; and on this exclusion, and the substitution of other pursuits for war and the chase, must depend their gradual growth and eventual proficiency in civilization—a consummation earnestly desired by every philanthropic mind.

All which is respectfully submitted.

ELBERT HERRING.

To the Hon. LEWIS CASS, *Secretary of War.*

A.

ESTIMATE of the sums required for the current expenses of the Office of the Commissioner of Indian Affairs for 1836.

For compensation to the Commissioner of Indian Affairs -	$5,000 00
For compensation to the clerks and messenger in the office of Indian Affairs - - - - - -	5,700 00
For contingent expenses of the office - - -	800 00
	$9,500 00

OFFICE OF INDIAN AFFAIRS,
November 18, 1835.

ELBERT HERRING.

B.

ESTIMATE of the sums required for the current expenses of the Indian Department for the year 1836.

For pay of the Superintendent of Indian Affairs at St. Louis, and the several Indian Agents, as provided for by the act of 30th June, 1834 - - - - -	$13,500 00
For the pay of sub-agents, allowed by the same act - -	10.000 00
For the pay of interpreters, allowed by the same act -	7,800 00
For the salary of a clerk in the office of the superintendent at St. Louis - - - - - -	1,000 00
For presents to Indians, authorized by the same act - -	5,000 00
For the purchase of provisions for Indians at the distribution of annuities, while on visits of business with the superintendent and agents, and when assembled on public business -	11,800 00
For the necessary buildings required at the several agencies, and repairs thereof - - - - -	2,000 00
For postage, stationery, rent, and fuel for offices - -	3,000 00
For contingencies, Indian Department - - -	4,000 00
	$58,100 00

OFFICE OF INDIAN AFFAIRS,
November 18, 1835.

ELBERT HERRING.

C.

ESTIMATE of the sums required for the payment of the annuities due to Indians and Indian tribes, and for the fulfilment of treaty stipulations, for the year 1836.

Names of tribes.	For what object.	Amount.	
Six Nations, New York -	For the payment of the permanent annuity, stipulated in the 6th article of the treaty of the 11th November, 1794 - - -	$ 4,500	$ 4,500
Senecas, New York -	For the payment of the permanent annuity in lieu of interest on stock, per act —— - - - - - - - -	-	6,000
Ottawas - -	For the payment of the permanent annuity, stipulated in the 4th article of the treaty of 3d August, 1795 - - - - - -	1,000	
	For the permanent annuity, per the 2d article of the treaty of the 17th November, 1807 - - - - - - - -	800	
	For the permanent annuity, per the 4th article of the treaty of the 17th of September, 1818 - - - - - -	1,500	
	For the permanent annuity, per the 4th article of the treaty of the 29th August, 1821 - - - - - - - -	1,000	
			4,300
Wyandots - -	For the permanent annuity, per the 4th article of the treaty of the 3d of August, 1795 - - - - - - - -	1,000	
	For the permanent annuity, per the 2d article of the treaty of the 17th of November, 1817 - - - - - -	400	
	For the permanent annuity, per the 4th article of the treaty of the 29th of September, 1817, and 17th of September, 1818 - - -	4,500	
	For the support of a blacksmith and assistant, per the 10th article of the treaty of the 29th of September, 1817 - - - -	720	
	For iron and steel, &c. for shop - - - - -	220	
			6,840

ESTIMATE C—Continued.

Names of tribes.	For what object.	Amount.	
Wyandots, Munsees, and Delawares	For the permanent annuity, per the 4th article of the treaty of the 4th of July, 1805	-	$1,000
Christian Indians	For the permanent annuity	-	400
Miamies	For the permanent annuity, per the 4th article of the treaty of the 23d of October, 1826	$25,000	
	For the purposes of education, during the pleasure of Congress, per the 6th article of the same treaty	2,000	
	For the pay of eight laborers, per the 4th article of the same treaty	480	
	For the purchase of 2,000 pounds of iron, 250 pounds of steel, and 1,000 pounds of tobacco, per same	620	
	For the support of a blacksmith and assistant, per the 5th article of the treaty of the 6th October, 1818	720	
	For the support of a miller, in lieu of a gunsmith	600	
	For the purchase of 160 bushels of salt	320	
			29,740
Eel Rivers	For the permanent annuity, per the 4th article of the treaty of the 3d of August, 1795	500	
	For the permanent annuity, per the 3d article of the treaty of the 21st of August, 1805	250	
	For the same, per the 3d article of the treaty of the 30th of September, 1809	350	
			1,100
Pottawatamies	For the permanent annuity, per the 4th article of the treaty of the 3d of August, 1795	1,000	

	For the purchase of salt, per the 3d article of the treaty of the 7th of June, 1803	140	
	For the permanent annuity, per the 3d article of the treaty of the 30th of September, 1809	500	
	For the permanent annuity, per the 3d article of the treaty of the 2d of October, 1818	2,500	
	For the limited annuity, per the 4th article of the treaty of the 29th of August, 1821	5,000	
	For the limited annuity, per the 3d article of the treaty of the 16th of October, 1826	2,000	
	For the purposes of education, during the pleasure of Congress, per same	2,000	
	For the support of a blacksmith and assistant, per same	720	
	For iron and steel, &c.	220	
	For the support of a miller, per the 3d article of the treaty of the 16th of October, 1826	600	
	For the purchase of 160 bushels of salt, per same	320	
	For the purposes of education, per same	2,000	
	For the permanent annuity, per the 2d article of the treaty of the 20th of September, 1828	2,000	
	For the limited annuity, per same	1,000	
	For the purposes of education, per same	1,000	
	For the annuity to a chief, per same	100	
	For the support of a blacksmith and assistant, per same	720	
	For iron and steel, &c per same	220	
	For the purchase of 2,000 pounds of tobacco, per same	240	
	For the pay of three laborers, per same	360	
	For the annuity, per the 3d article of the treaty of the 10th of December, 1834	1,000	
			23,640
Pottawatamies of Huron	For the permanent annuity, per the 2d article of the treaty of the 17th of November, 1807		400

ESTIMATE C—Continued.

Names of tribes.	For what object.	Amount.	
Pottawatam's, of the Prairie	For the limited annuity, per the 3d article of the treaty of the 20th of October, 1832	$ 15,000	
	For the annuity to 3 chiefs for life	1,000	
			$ 16,000
Pottawatamies of the Wabash	For the limited annuity, per the 3d article of the treaty of the 26th of October, 1832	-	20,000
Pottawatamies of Indiana	For the limited annuity, per the 4th article of the treaty of the 27th of October, 1832	15,000	
	For the purposes of education	2,000	
			17,000
Chippewas, Ottawas, and Pottawatamies	For the support of a blacksmith and assistant, per the 2d article of the treaty of the 29th of July, 1829	720	
	For iron and steel, &c.	220	
	For the permanent annuity, per the 2d article of the treaty of the 29th of July, 1829	16,000	
	For the purchase of 50 barrels of salt	300	
	For the limited annuity, per the 3d article of the treaty of the 26th of September, 1833	14,000	
	For the limited annuity, per the 2d article of the supplement to same	2,000	
	For the annuity to 4 chiefs for life, per the 3d article of the treaty	1,100	
			34,340
Winnebagoes	For the limited annuity, per the 2d article of the treaty of the 1st of August, 1829	18,000	
	For the purchase of 50 barrels of salt	300	
	For the purchase of 3,000 pounds of tobacco	300	

	For the support of 3 blacksmiths and assistants	2,160	
	For iron, steel, &c.	660	
	For the pay of laborers, and for oxen	365	
	For the limited annuity, per the 3d article of the treaty of the 15th of September, 1832	10,000	
	For the purposes of education, per the 4th article	3,000	
	For the support of 6 agriculturists, and purchase of oxen, ploughs, and other implements, per the 5th article	2,500	
	For the purchase of 1,500 pounds of tobacco	150	
	For the services of two physicians	400	
			37,835
Menominees	For the support of 5 farmers, and 5 female house-keepers, per the 2d article of the treaty of the 5th of February, 1831	4,000	
	For the support of a miller, per same	600	
	For the support of 3 blacksmiths and assistants, per same	2,160	
	For iron and steel, &c. per same	660	
	For the limited annuity, per same	6,000	
	For the purposes of education, per 5th article	500	
	For the purchase of provisions, per 6th article	1,000	
			14,920
Chippewas	For the permanent annuity, per the 4th article of the treaty of the 3d of August, 1795	1,000	
	For the same, per the 2d article of the treaty of the 17th of November, 1807	800	
	For the same, per the 4th article of the treaty of the 24th of September, 1819	1,000	
	For the support of a blacksmith at Saganaw; and for farming utensils and cattle; and for the employment of persons to aid them in agriculture, per act of the 15th of May, 1820	2,000	
	For the purposes of education, per the 6th article of the treaty of the 5th of August, 1826	1,000	
			5,800

ESTIMATE C—Continued.

Names of tribes.	For what object.	Amount.	
Chippewas, Menominees, Winnebagoes, and New York Indians	For the purposes of education, per the 5th article of the treaty of the 11th of August, 1827	-	$ 1,500
Sioux of Mississippi	For the limited annuity, per the 4th article of the treaty of the 15th of July, 1830	$ 2,000	
	For the support of a blacksmith and assistant, per same	720	
	For iron and steel, &c.	220	
	For agricultural assistance	700	
			3,640
Yancton and Santie bands	For the limited annuity, per the 4th article of the treaty of the 15th of July, 1830	3,000	
	For the support of a blacksmith and assistant	720	
	For iron and steel, &c.	220	
	For agricultural implements	400	
			4,340
Omahas	For the limited annuity, per the 4th article of the treaty of the 15th of July, 1830	2,500	
	For the support of a blacksmith and assistant, per same	720	
	For iron and steel, &c.	220	
	For agricultural implements	500	
			3,940
Sacs of Missouri	For the limited annuity, per the 4th article of the treaty of the 15th of July, 1830	500	
	For the support of a blacksmith and assistant	720	

	For agricultural implements - - - - -	200	
			1,640
Saes - - -	For the limited annuity, per the 4th article of the treaty of the 15th of July, 1830 - - - - - - -	-	3,000
Foxes - - -	For the limited annuity of the 4th article - - - -	-	3,000
Ioways - - -	For the support of a blacksmith and assistant, per the 5th article of the treaty of the 4th of August, 1824 - - - - -	720	
	For iron and steel, &c. - - - - - -	220	
	For agricultural implements - - - - -	400	
	For the limited annuity, per the 4th article of the treaty of the 15th of July, 1830 - - - - - - -	2,500	
	For an assistant smith - - - - - -	480	
	For iron and steel, &c. - - - - - -	220	
	For agricultural implements - - - - -	600	
			5,140
Sacs and Foxes - -	For the permanent annuity, per the 3d article of the treaty of the 3d of November, 1804 - - - - - -	1,000	
	For the support of a blacksmith and assistant, per the 4th artiele of the treaty of the 4th of August, 1824 - - - -	720	
	For iron and steel, &c. - - - - - -	220	
	For agricultural implements - - - - -	60	
	For the limited annuity, per the 3d article of the treaty of the 21st of September, 1832 - - - - - - -	20,000	
	For the support of a blacksmith and assistant - - -	720	
	For iron and steel, &c. - - - - - -	220	
	For the purchase of 40 barrels of salt - - - -	200	
	For the purchase of 40 kegs of tobaceo - - - -	400	
			23,540
Saes, Foxes, and Ioways -	For the purposes of education, per the 5th article of the treaty of the 15th of July, 1830 - - - - - -	-	3,000

ESTIMATE C—Continued.

Names of tribes.	For what object.	Amount.	
Otoes and Missourias -	For the limited annuity, per the 4th article of the treaty of the 15th of July, 1830 - - - - - - - -	$ 2,500	
	For the support of a blacksmith and assistant, per same - -	720	
	For iron and steel, &c. per same - - - - -	220	
	For agricultural implements, per same - - - - -	500	
	For the purposes of education, per the 4th article of the treaty of the 21st of September, 1833 - - - - - -	500	
	For the support of two farmers, per the 5th article of the treaty of the 21st of September, 1833 - - - - - -	1,200	
			$5,640
Kanzas - - -	For the limited annuity, per the 3d article of the treaty of the 3d of June, 1825 - - - - - - - -	3,500	
	For the support of a blacksmith and assistant, per the 4th article of the treaty of the 3d of June, 1825 - - - - -	720	
	For iron and steel, &c. - - - - -	220	
	For agricultural assistance - - - - - -	1,600	
			6,040
Osages - - -	For the permanent annuity, per the 5th article of the treaty of the 10th of November, 1808 - - - - - -	1,500	
	For the limited annuity, per the 3d article of the treaty of the 2d of June, 1825 - - - - - - - -	7,000	
	For the support of a blacksmith and assistant, per the 4th article of the treaty of the 2d of June, 1825 - - - - -	720	
	For iron and steel, &c. - - - - -	220	
	For agricultural assistance - - - - - -	1,600	
			11,040

	For agricultural implements, per the 4th article of the treaty of the 24th of October, 1832	5,000	
	For the support of a blacksmith establishment, per 5th article	1,000	
	For purposes of education, per 7th article	500	
			6,500
Kaskaskias and Peorias	For the limited annuity, per the 5th art. of the treaty of the 27th of October, 1832	3,000	
	For agricultural implements, per 6th article, per same	50	
			3,050
Kaskaskias, Peorias, Weas, and Piankeshaws	For the support of a blacksmith and assistant, per the 5th article of the treaty of the 29th of October, 1832	720	
	For iron and steel, &c.	220	
			940
Piankeshaws	For the permanent annuity, per the 4th article of the treaty of the 3d of August, 1795	500	
	For the same, per the 3d article of the treaty of the 30th of Dec. 1805	300	
	For agricultural implements, per the 3d article of the treaty of the 29th of October, 1832	500	
			1,300
Weas	For the permanent annuity, per the 5th article of the treaty of the 2d of October, 1818		3,000
Delawares	For the permanent annuity, per the 4th article of the treaty of the 3d of August, 1795	1,000	
	For the purchase of salt, per the 3d artiele of the treaty of the 7th of June, 1803	100	
	For the permanent annuity per the 3d article of the treaty of the 30th of September, 1809	500	
	For the same, per the 5th article of the treaty of the 3d of October, 1818	4,000	
	For the support of a blacksmith and assistant, per 6th article do.	720	
	For iron and steel, &c.	220	
	For the permanent annuity, per the supplemental treaty of the 14th of September, 1829	1,000	

ESTIMATE C—Continued.

Names of tribes.	For what object.	Amount.	
	For annuity to three chiefs, per the supplemental treaty of the 26th of October, 1832 - - - - - - - -	$300	$7,840
Shawanees - -	For the permanent annuity, per the 4th article of the treaty of the 3d of August, 1795 - - - - - - - -	1,000	
	For the purchase of salt, per the 3d article of the treaty of the 7th of June, 1803 - - - - - - - -	60	
	For the permanent annuity, per the 4th article of the treaty of the 29th of September, 1817 - - - - - - -	2,000	
	For the support of a blacksmith and assistant, per the 4th article of the treaty of the 8th of August, 1831 - - - - -	720	
	For iron and steel, &c. - - - - - -	220	
	For the support of a blacksmith and assistant, per the 4th article of the treaty of the 7th of November, 1825 - - - -	720	
	For iron and steel, &c. - - - - - -	220	4,940
Shawanees and Delawares	For the support of a miller, per the 2d article of the treaty of the 26th of October, 1832 - - - - - - - -	-	500
Shawanees and Senecas, of Lewistown - -	For the permanent annuity, per the 4th article of the treaty of the 17th of September, 1818 - - - - - -	1,000	
	For the support of a blacksmith and assistant, per the 4th article of the treaty of the 20th of July, 1831 - - - - -	720	
	For iron and steel, &c. - - - - - -	220	1,940

Senecas, of Lewistown -	For the permanent annuity, per the 4th article of the treaty of the 29th of September, 1817, and the 17th of September, 1818 -	1,000	
	For the support of a blacksmith and assistant, per the 4th article of the treaty of the 28th of February, 1831 - - - - -	720	
	For iron and steel, &c. - - - - - -	220	
	For the support of a miller - - - - - -	600	
			2,540
Choctaws - -	For the annuity, per the 5th article of the treaty of the 17th of December, 1801 - - - - - -	2,000	
	For the permanent annuity, per the 2d article of the treaty of the 16th of November, 1805 - - - - - -	3,000	
	For the limited annuity, per the 2d article of the treaty of the 24th of October, 1816 - - - - - - -	6,000	
	For the permanent annuity, per the 13th article of the treaty of the 18th of October, 1820 - - - - - -	600	
	For the annuity to a chief, per the 14th article of the treaty of the 18th of October, 1820 - - - - - -	150	
	For the permanent annuity, per the 2d article of the treaty of the 20th of January, 1825 - - - - - -	6,000	
	For the limited annuity, per the 3d article of the treaty of the 20th of January, 1825 - - - - - - -	6,000	
	For the annuity to a chief, per the 10th article of the treaty of the 20th of January, 1825 - - - - - -	150	
	For the limited annuity, per the 17th article of the treaty of the 27th of September, 1830 - - - - - -	20,000	
	For the purposes of education, per the 20th article of the treaty of the 27th of September, 1830 - - - - - -	12,500	
	For the support of 2 blacksmiths and assistants, per the 20th article of the treaty of the 27th of September, 1820 - - - -	2,160	
	For iron and steel, &c. - - - - - -	660	
	For the annuity to chiefs, per the 15th article of the treaty of the 27th of September, 1830 - - - - - -	1,100	

ESTIMATE C—Continued.

Names of tribes.	For what object.	Amount.	
	For the annuity to warriors - - - - - -	$ 500	
Chickasaws - -	For the permanent annuity, per act of the 26th February, 1799 -	3,000	$60,820
	For the purposes of education, per the 11th article of the treaty of the 24th of May, 1834 - - - - - - -	3,000	
Creeks - - -	For the permanent annuity, per the 4th article of the treaty of the 7th August, 1790 - - - - - - - -	1,500	6,000
	For the same, per the 2d article of the treaty of the 16th of June, 1802 - - - - - - - - -	3,000	
Creeks, east - -	For the limited annuity, per the 8th article of the treaty of the 24th of March, 1832 - - - - - - -	12,000	4,500
	For the support of a blacksmith and assistant, per the 13th article of the treaty of the 24th of March, 1832 - - - -	720	
	For iron and steel, &c. - - - - - -	220	
	For the purposes of education, per the 13th article of the treaty of the 24th of March, 1832 - - - - - - -	3,000	
	For the annuity to three chiefs, per the 11th article of the treaty of the 24th of March, 1832 - - - - - - -	400	
Creeks, west - -	For the permanent annuity, per the 4th article of the treaty of the 24th of January, 1826 - - - - - - -	20,000	16,340
	For the support of a blacksmith and assistant, per the 8th article of the treaty of the 24th January, 1826 - - - -	720	

For iron and steel, &c.

	For iron and steel, &c.	220	
	For the support of a wheelwright	600	
	For agricultural implements, per the 8th article of the treaty of the 24th January, 1826	2,000	
	For the support of a blacksmith and assistant, per the 5th article of the treaty of the 14th February, 1833	720	
	For iron and steel, &c.	220	
	For the support of a wheelwright or wagon-maker	600	
	For the purposes of education	1,000	
			26,080
Cherokees	For the permanent annuity, per the 3d and 6th articles of the treaty of the 6th June, 1794, and 2d of October, 1798	6,000	
	For the same, per the 2d article of the treaty of the 24th of October, 1804	1,000	
	For the same, per the 3d article of the treaty of the 25th of October, 1805	3,000	
			10,000
Quapaws	For the purposes of education, per the 3d article of the treaty of the 13th of May, 1833	1,000	
	For the limited annuity, per the 4th article of the treaty of the 13th of May, 1833	2,000	
	For the support of a blacksmith and assistant, per the 3d article of the treaty of the 13th of May, 1833	720	
	For iron and steel, &c.	220	
	For the support of a farmer, per the 6th article of the treaty of the 13th of May, 1833	600	
			4,540
Florida Indians	For the limited annuity, per the 3d article of the treaty of the 18th of September, 1823	4,610	
	For the support of a blacksmith's establishment, per the 6th article of the treaty of the 18th of September, 1823	1,000	

ESTIMATE C—Continued.

Names of tribes.	For what object.	Amount.	
	For the purposes of education - - - - - -	$ 1,000	$ 6,610
Pawnees - -	For the limited annuity, per the 3d article of the treaty of the 9th of October, 1833 - - - - - - - - -	4,600	
	For agricultural implements, per the 4th article of the treaty of the 9th of October, 1833 - - - - - - - -	2,000	
	For the purposes of education, per the 5th article of the treaty of the 9th of October, 1833 - - - - - - - -	1,000	
	For the support of two blacksmiths' establishments, per the 6th article of the treaty of the 9th of October, 1833 - - - - -	2,000	
	For the support of four farmers, per the 7th article of the treaty of the 9th of October, 1833 - - - - - - - -	2,400	12,000
Cherokees, west - -	For the purposes of education, per the 3d article of the treaty of the 6th of May, 1828 - - - - - - - -	2,000	
	For the support of four blacksmiths and assistants, per the 4th article of the treaty of the 6th of May, 1828 - - - - -	2,880	
	For iron and steel, &c. - - - - - - - -	880	
	For the support of a wagon-maker and a wheelwright, per the 4th article of the treaty of the 14th of February, 1833 - - -	1,200	6,960
	For the expenses of transportation and distribution of annuity, salt, agricultural implements, and tobacco, tools, &c. and other incidental expenses, not otherwise enumerated - - - - - -	-	29,500
			$ 515,175

RECAPITULATION.

Annuities	$366,810
Blacksmith's establishments	41,670
Education	43,500
Treaty stipulations	33,695
Transportation and incidental expenses	29,500
Total	$515,175

OFFICE OF INDIAN AFFAIRS,
November 13, 1835.

ELBERT HERRING.

D.

STATEMENT *showing the amount of disbursements in the Indian Department, between the 1st of January and 30th of September, 1835, the amount accounted for, and the balance remaining to be accounted for.*

HEADS OF APPROPRIATION.	Disbursed.	Accounted for.	Balance.
Treaty transportation and contingencies, per act 20th of February, 1833	$3,479 41	$3,479 41	
Annuities, per act 26th May, 1824	37 49	37 49	
Same, per act 14th July, 1832	141 00	141 00	
Carrying into effect treaty with Pottawatamies, per act 2d March, 1833	18 00	18 00	
Carrying into effect treaty with Senecas, per act 2d March, 1833	581 17	581 17	
Carrying into effect treaty with Winnebagoes, per act 2d March, 1833	3 05	3 05	
Payment of claims, per act 26th June, 1834	100 00	100 00	
Payment of claims, per act 28th June, 1834	2,161 22	2,161 22	
Carrying into effect treaty with Quapaws, per act 28th June, 1834	178 91	178 91	
Carrying into effect treaty with Pawnees, per act 28th June, 1834	46 25	46 25	
Exchange of lands with Indians and removal west, per act 2d March, 1833	9,226 51	7,856 21	$1,370 00
Transportation of annuities and agricultural implements, &c. do	684 02	684 02	
Carrying into effect treaty with Menominies, do	2,200 00	-	2,200 00
Cherokee schools	1,207 50	1,207 50	
Pay of superintendent of Indian affairs and Indian agents	11,199 32	10,824 32	375 00
Pay of sub-agents	5,119 00	2,541 57	2,577 43
Pay of interpreters and translators	5,501 19	3,305 60	2,195 59
Pay of blacksmiths and assistants	1,499 00	1,499 00	
Presents to Indians	4,823 42	1,283 92	3,539 50
Iron and steel, &c.	65 00	65 00	
Provisions for Indians	3,807 15	1,990 21	1,816 94
Contingencies of Indian department	6,680 64	6,255 64	425 00

Building houses for agents, &c.	257 61	179 88	77 73
Transportation and distribution of annuities	1,003 73	1,003 73	
Education of Indian youths	28,228 82	28,228 82	
Blacksmiths' establishments	20,561 95	4,827 94	15,734 01
Locating reservations, per act 26th June, 1834	4,469 55	4,469 55	
Running lines for Sacs and Foxes, per act 28th June, 1834	1,355 61	1,355 61	
Running lines for Creeks and Cherokees, per act 28th June, 1834	62 50	62 50	
Civilization of Indians	4,704 97	4,704 97	
Locating Choctaw reservations, per act 28th June, 1834	3,360 00	3,360 00	
Locating Winnebagoes, per act 28th June, 1834	200 00	200 00	
Payment to E. Dunkin for improvements, per act 28th June, 1834	500 00	500 00	
Payment to Cherokees for do. per act 28th June, 1834	133,510 08	38,991 67	94,518 41
Expenses of the commission west, per act 28th June, 1834	3,984 48	3,984 48	
Indian annuities, per act 3d March, 1835	366,098 50	260,466 79	105,631 71
Treaty stipulations for farmers	4,150 00	2,181 72	1,968 28
Treaty stipulations for laborers	180 00	180 00	
Treaty stipulations for millers	1,150 00	-	1,150 00
Treaty stipulations for wheelwrights	1,200 00	250 00	950 00
Treaty stipulations for salt	187 50	187 50	
Treaty stipulations for agricultural implements	3,600 00	1,570 41	2,029 59
Treaty stipulations for tobacco	150 00	150 00	
Treaty stipulations for physicians	200 00	200 00	
Treaty stipulations for provisions for Menominies	1,000 00	1,000 00	
Holding treaty with Caddoes and others	10,000 00	8,212 27	1,787 13
Carrying into effect treaty with the Pottawatamies, of 4th December, 1834	800 00	800 00	
Carrying into effect treaty with the Pottawatamies, of 10th December, 1834	1,400 00	1,400 00	
Carrying into effect treaty with the Pottawatamies, of 16th December, 1834	1,600 00	1,600 00	
Carrying into effect treaty with the Pottawatamies, of 17th December, 1834	1,280 00	1,280 00	
Expenses negotiating the above treaties, per act 3d March, 1835	389 00	389 00	

STATEMENT D—Continued.

HEADS OF APPROPRIATION.	Disbursed.	Accounted for.	Balance.
Carrying into effect treaty of Chicago, per act of 3d March, 1835, viz:			
Payment for goods and provisions	67,277 00	67,277 00	
To satisfy individual claims	99,850 00	99,850 00	
Claims against the nation	135,167 00	135,167 00	
Payment to Waw-pou-eh-see and his band	2,000 00	2,000 00	
Payment to Awn-kote and his band	1,500 00	1,500 00	
Investment in stock for education	69,329 53	69,329 53	
Expenses of commissioner to investigate claims	500 00	500 00	
Expenses of conducting Chicago treaty	2,536 53	2,536 53	
Negotiating with the Cherokees for their lands, per act of 3d March, 1835	10,360 75	8,559 48	1,801 27
Holding treaty with Caddoes, and others, per act of 3d March, 1835	5,000 00	4,999 70	30
Repayment to William Marshall, per act of 3d March, 1835	1,444 25	1,444 25	
Repayment to Captain William Jouett, per act of 3d March, 1835	642 37	642 37	
To replace Chickasaw annuity, lost, per act of 3d March, 1835	1,000 00	1,000 00	
Proceeds of fifty-four sections of land	722 50	722 50	
Transportation and distribution of annuities, &c. per act of 3d March, 1835	8,016 75	5,712 96	2,303 99
To carry into effect Choctaw treaty of 1820, per act of 2d March, 1833	16,003 43	–	16,003 43
	$1,075,693 66	$817,238 35	$258,455 31

RECAPITULATION.

Amount of disbursements		$1,075,693 66
Amount accounted for	$817,238 35	
Balance to be accounted for	258,455 31	
		$1,075,693 66

OFFICE INDIAN AFFAIRS, *November* 18, 1835.

ELBERT HERRING.

E.

STATEMENT showing the number of Indian schools, where established, by whom, the number of teachers and pupils, and the amount allowed by the Government.

No.	Tribes, and where established.	By whom.	Teachers.	Pupils.	Amount.
1	Mohegan, - - - Connecticut	" " " "	1	22	$500 00
2	Senecas, - - - New York	Baptist General Convention,	4	140	
3	Tuscaroras, - - "	" "	2	71	
4	Ottawas, - - - "	" "	3	12	2,000 00
5	Chippewas, - - "	" "	3	48	
6	Cherokees, - - "	" "	2	21	
7	Menominies, - - Green Bay	Protestant Episcopal Church,	5	66	500 00
8	Shawanees, - West Mississippi	Methodist Society,	3	44	
9	Delawares, - - "	" "	2	19	
10	Peorias, - - - "	" "	2	16	
11	Kickapoos, - - "	" "	2	6	400 00
12	Wyandots, - - "	" "	2	40	
13	" - - Little Rapids, Michigan	" "	1	20	
14	" - - - Ana Kwiwinau	" "	1	14	
15	Chippewas and Ottawas, - Mackinac	Amer. Bd. Commis. For. Missions,	11	32	
16	" " - Lapointe	" " "	5	46	
17	" " - Yellow Lake	" " "	3	12	1,690 00
18	" " - Fond du Lac	" " "	1	18	
19	" " - Leech Lake	" " "	1	7	
20	" " - Sault Ste. Marie	Catholic,	1	43	

STATEMENT E—Continued.

No.	Tribes, and where established.	By whom.		Teachers.	Pupils.	Amount.
21	Menominies, Winnebagoes, &c. La Croix	Catholic, - - -		1	21	1,000 00
22	" " L'Arbre Croche	" - - -		1	21	
23	Penobscot, - - Quoddy, Maine	" - - -		–	–	300 00
24	Sioux, - - - St. Peter's	- - - -		–	–	300 00
25	Omahas, - - Upper Missouri	- - - -		–	–	400 00
26	1 student of law at Buffalo -	- - - -		–	1	50 00
27	1 student of law at Vermont -	- - - -		–	1	100 00
28	2 students of law, Choctaw academy	- - - -		–	2	200 00
			Pupils		733	7,440 00
29	Choctaws, - - Choctaw academy	- - - -	66			
	Miamies, - - "	- - - -	6			
	Pottawatamies, - - "	- - - -	18			
	Seminoles, - - "	- - - -	6			
	Quapaws, - - "	- - - -	4			
	Creeks, - - "	- - - -	15			
	Sacs, Foxes, Ioways, and others, "	- - - -	17			
	Cherokees - - "	- - - -	12			
	Chickasaws, - - "	- - - -	19			
					163	

OFFICE INDIAN AFFAIRS, *November* 18, 1835.

ELBERT HERRING.

The preceding tables exhibit the disposition of the money appropriated for education, and the condition of those schools, from the teachers of which reports have been received. There are other schools among the Indian tribes, from which no returns have been made. The whole number of children to whom instruction is given may be stated at seventeen hundred (1,700).

The communications transmitted to this office by the teachers and Indian agents are generally satisfactory. That from the intelligent agent at Michilimackinac is especially gratifying. There are eight establishments within the limits of his agency, stationed at different points between the above island and Ana Kwiwinau, on the shores of Lake Superior. In the school at Michilimackinac the higher branches, geography, philosophy, and history, are successfully taught. Two of the pupils "have gone out among their relatives in the north as teachers. Another has been recently received as a catechist by the American Board of Missions. A third now commands a vessel on the lakes. A fourth is studying medicine. Many of them read and write the English and Ojibwa languages easily and correctly."

The establishments among the Shawanees and Delawares, and the other tribes west and north of the Missouri river, appear to have been well conducted. Instruction has been given to a considerable extent in the languages of these tribes. There have been printed, at the press at the Shawanee station, 312,350 pages—283,000 in the Creek and Choctaw, 16,200 in the Otoe, 7,750 in the Ioway, 34,000 in the Pottawatamie, 16,000 in the Shawanee, and 15,000 in the Delaware languages.

The schools among the Choctaws west of the Mississippi have been opened under the direction of competent teachers. The recent completion of the buildings, and other causes, have prevented their operation to the extent and with the advantages that may be confidently anticipated.

In every instance, a knowledge of agriculture and of some mechanical art is imparted to the boys, and of household duties and economy to the girls. The agent for the Delawares and Shawanees states that he was shown cloth that was spun and wove, and shirts and other clothing made, by the Indian girls.

The agents for the several tribes for whose benefit schools are supported are required to visit and inspect them at least once in each year. At these visits a public examination of the pupils is made, and the attendance of the military officers and of other citizens, whenever convenience will permit, is requested. By the application of these and other incentives, it is hoped that a deeper interest in the success of these establishments will be awakened in the minds of parents and children, and more extensive results be obtained from the means and exertions appropriated and applied by the Government for their improvement in knowledge and virtue.

STATEMENT showing the amount and disposition of the funds provided by treaties, for purposes of education.

Tribes.	Date of treaty.	Amount.	
Miamies	23 October, 1826	$2,000	Choctaw Academy.
Pottawatamies	16 October, 1826	2,000	Do.
Do.	20 Sept. 1828	1,000	Do.
Do.	27 October, 1832	2,000	Do.
Winnebagoes	15 Sept. 1832	3,000	School in the nation.
Chippewas	24 Sept. 1829	1,000	Bapt. Gen. Convention.
Chippewas, Menominies, and others	11 August, 1827	1,500	Protestant E. Church.
Menominies	8 Febru'ry, 1831	500	Do.
Sacs, Foxes, and others	15 July, 1830	3,000	Choctaw Academy.
Kickapoos	24 October, 1832	500	School in the nation.
Shawnees and Delawares	26 October, 1832	500	Do.
Choctaws	27 Sept. 1830	2,500	Do.
Do.	27 Sept. 1830	10,000	Choctaw Academy.
Creeks, east	24 March, 1832	3,000	Do.
Cherokees, west	6 May, 1828	2,000	Do.
Florida Indians	18 Sept. 1823	1,000	Do.
Quapaws	13 May, 1833	1,000	Do.
Otoes and Missourias	11 Sept. 1833	500	School in the nation.
Pawnees	9 October, 1833	1,000	
Chickasaws	24 May, 1834	3,000	Choctaw Academy.
Creeks, east	14 Febru'ry, 1833	1,000	Do.
		42,000	

OFFICE INDIAN AFFAIRS, *November*, 1835.

Civilization Fund.

Balance to the credit of this fund, January 1, 1835		$7,970 65
Add appropriation for 1835		10,000 00
		17,970 65
Deduct amount of drafts prior to 29th Sept., 1835,	$5,025 83	
Deduct amount required for 4th quarter	3,986 67	
		9,012 50
Balance		$8,958 15

OFFICE INDIAN AFFAIRS, *November*, 1835.

No. 11.

REPORT OF COMMISSARY GENERAL OF SUBSISTENCE,

As Superintendent of Indian Emigration.

EMIGRATION OF INDIANS,
OFFICE COM. GEN. OF SUBSISTENCE,
November 12, 1835.

To the Hon. LEWIS CASS, *Secretary of War:*

SIR: I have the honor to submit for your consideration the accompanying reports, in conformity with your directions of the 4th of September, viz: A report of the amount of funds remitted to the differents agents and disbursing officers for the expenses of Indian emigration during the first three quarters of the present year, and the amount for which accounts have been rendered in the same period: and a report of the number of Indians that have been removed since the 30th day of September, 1834; the whole number of Indians west of the Mississippi, distinguishing the native from the emigrated tribes; the quantity of land assigned to each, and its situation; and the number of Indians yet to be removed under treaty stipulations. The estimate of the amount of money that will be required during the ensuing year cannot, with a proper degree of certainty, be made at this time. This office will probably be in possession of information, soon after the session of Congress commences, that will enable me to state the demands of the year 1836 for Indian removals. But it is highly probable, such is the balance to that head of appropriation still unexpended, that only a small sum will be required to be appropriated in addition thereto.

It will be perceived, from report marked No. 2, that the active operations of the year have not been productive of such results as might have been anticipated. No removal of the Florida Indians has been effected, whilst the Creeks have furnished but a very insignificant body of emigrants. Only a few families of the Cherokees have gone west: and of the other tribes with whom there are treaty stipulations for emigration, none have yet redeemed the pledge, freely given, to exchange their eastern for a trans-Mississippi residence. I will state briefly the operations of this office during the year ending the 30th of September, and, in doing so, will offer a few observations upon the condition of the Indians, both on this and on the other side of the Mississippi, with the probable causes that operate to retard the progress of emigration, and the immediate prospects of success in the policy of the Government in regard to the Indian population.

In the summer of 1834, extensive arrangements were made by this office for the removal of the Creeks from Alabama. A superintendent and two assistant agents were appointed from among the citizens of that State, and a disbursing officer of great experience was associated with them. The representations received from various sources induced the expectation of a numerous emigration; but, owing to causes not necessary to be detailed

here, only a small body of those Indians could be induced to emigrate, and these were removed in December, under the direction alone of the disbursing officer, the other agents having been discharged in order to save expense. These emigrants in going west so late in the season, it is understood, suffered many privations; but the office is perfectly satisfied that the able and intelligent army officer who conducted them did all that humanity could demand to alleviate their condition.

In pursuance of treaty stipulations with the Ottowas of Maumee, Ohio, an officer was despatched in July, 1834, to remove them to the new country. After endeavoring favorably to impress them with the project, and remaining some time among them, he discovered an unwillingness to remove west, unless they had first sent thither an exploring party, in whose report they might confide.

The indulgence was granted them by your direction, and the officer took a party of five of the principal chiefs, properly equipped for the enterprise. They returned in November, and, as the country they traversed was reported by the officer to be in all respects a most desirable residence, it was thought the impressions created would have influenced the tribe to an immediate departure. But delay, under various pretences, ensued, and the season was suffered to pass inactively away. Since then, no efforts have been made to remove that tribe.

As soon ss the appropriation was passed at the last session of Congress, preparations were made for the removal of the Seminoles. It was believed that there would be very little difficulty in getting off one-third of their whole number, it having been provided that they should remove in three years, one of which had already expired; and, therefore, the agents of the United States were instructed to proceed immediately to the execution of the task. But it was soon seen that, notwithstanding the exhibition of a considerable military force in Florida, it would be out of the question peaceably to effect the object, and the department was willing, upon the recommendation of the agents, to defer the emigration until January, 1836, on the condition, as freely entered into by most of the chiefs, that the whole tribe would then move without opposition. Notwithstanding this assurance, and the evidently growing popularity of emigration among them, the conduct of some of those opposed to it has led to the precaution taken by the department, of strengthening the armed force in Florida. No serious difficulty is, however, apprehended. The agents have, under instructions, made arrangements by which the Indians will be collected together at various points, marched to Tampa Bay, and there embarked for the Mississippi river. They will be put on board of steam-boats at the Balize, and thence taken up the Mississippi to a place on White river, not far from the mouth of the Arkansas, called Rock Row; thence they will be marched about two hundred and fifty miles to their new country west of Fort Gibson. Every precaution will be taken to secure the health and comfort of those people. A rigid police will be observed in the sea vessels and steamboats, and whilst on the rivers they will be landed at night and encamped. Good provisions will be regularly issued, and medical attendance furnished; and all the obligations of humanity will, I am sure, be scrupulously fulfilled by those under whose direction the Seminoles are placed.

Admonished by the many difficulties encountered, in the efforts before referred to, in attempting to remove the Creeks, the Department of War was willing, although efforts were again made under favorable auspices, at an

early day during the present year, to operate among them, to listen favorably to a proposition from several citizens of Georgia, for the removal of the whole tribe at twenty dollars a head. A contract has been entered into with them, but only for the removal of five thousand, that being the number for which the appropriation was provided; the contract to expire on the 1st day of July, 1836. The contract, a copy of which (numbered 3) I have the honor to transmit with this, provides, it will be seen, for every thing that could give to the Indians, whilst on their way west, security against maltreatment or personal suffering, induced by the neglect of the contractors; whilst the agents of the United States, whose duty it is made to accompany each party, are strictly enjoined to report every dereliction from the true spirit and meaning of the instrument, and to see that the whole operation is conducted with due regard to the principles of benevolence and humanity. The prospects of the contractors have been reported to be not very flattering. They think that one or two thousand of the Creeks may be removed during the present season, and that they may be able to make in the spring a more successful exertion, and, perhaps, remove early in the year the remainder of the number contracted for. The measure of success attending the exertions of the contractors will, perhaps, indicate truly whether the contract should be extended to the rest of the tribe.

At the last session of Congress an appropriation was made for the removal of the united nation of the Chippewa, Ottawa, and Pottawatamie Indians from the country recently purchased from them, situated around the head of Lake Michigan. Those Indians are allowed, by the treaty, to remain three years on the lands they have ceded; but it was believed, from the demonstrations made by them, that, if the exploring expedition stipulated for should report favorably, there would be no difficulty in effecting speedily a large removal. Accordingly, an officer was, at an early day, despatched to their country, with directions to procure an outfit for a party of fifty persons. This party was conducted to the country assigned the tribe, situated north of the northwest corner of Missouri, by an intelligent gentleman, who reports that he had great difficulty in accomplishing the object in view, growing out of the dislike of the persons composing his party to the duty they had undertaken to perform. He gives a very favorable account of the country, representing many portions of it as highly susceptible of cultivation, and all of it as well calculated for those for whom it is designed. The results produced by the return of the party were much relied upon, and the officer to whom is entrusted the duty of removal has been unremitting in his exertions to push forward those Indians whose inclinations were supposed to be at all favorable to emigration. At the last dates he was advancing towards the Mississippi, and had a considerable body of Indians with him, with the prospect of large accessions. He may remove this season from fifteen hundred to two thousand.

A disbursing officer has been continued, together with the superintendent, in the Cherokee country east. The peculiar relations of the Cherokees with the General Government, and the obstructions to the making of a treaty that would be unexceptionable, have operated within the past year to prevent extensive emigration.

The efforts to effect Indian emigration have, during the past year, met with no very encouraging success; yet have they been most strenuous. No proper expedient has been left untried to accelerate the departure for their destined homes of the tribes east of the Mississippi; and the exertions,

though unsuccessful in a great degree, have cost much labor and expense; it is hoped not without the promise of ultimate benefits. This office has, however, been fully employed in providing the year's subsistence for the various tribes and parts of tribes already removed, and for those whose removal is anticipated. The purchasing, by contract or otherwise, of rifles, blankets, ammunition, looms, wheels, &c. &c. provided for several tribes in pursuance of treaty stipulations; the settlement of the very voluminous accounts growing out of prior transactions; the adjustment of claims, and the perfecting a system having for its object a complete accountability on the part of the agents, not only for the money, but for the vast amounts of provisions and property they have necessarily to procure and distribute. This system will, I flatter myself, be acceptable, as it doubtless appears to answer well the important end of establishing checks and responsibilities where, from the extent of the discretion heretofore found indispensable, it was thought almost impracticable to create them. The business of Indian removal is necessarily expensive. The Indians are uncertain in their movements, slow and vacillating. Easily operated upon by designing men, they readily believe every thing told them in opposition to the benevolent design of the Government. Thus have been caused the great expenses incident to both partial successes and to complete failures in removing them. Without, then, continued vigilance on the part of those engaged in the general superintendence of the operations, the failures must be more disastrous still; whilst every effort, successful or unsuccessful, calls for the most careful instructions and the most exact examination into the mode of their execution. I have the pleasure to say that, in the expenditure of the vast sums whose disbursement has been confided to the officers employed in the "emigration of Indians," no instance of defalcation has taken place, and that the most laudable exertions have been evinced to economize in the expenditure of the public funds.

The situation of the tribes and parts of tribes that have emigrated can but be considered as promising improvement, and as productive of benefits that could never have been realized by them had they remained east of the Mississippi. They were so situated before removal as constantly to be subjected to multitudinous evils, under the operation of which they were rapidly dwindling in numbers and deteriorating in morals. They are now placed beyond most of those influences which operated so unfavorably upon them, and may, with a further development of the present policy of the Federal Government, become regenerated in moral, and renewed in physical and mental vigor.

Here they were necessarily the prey of all that is evil in the white man; there they are protected by their isolated condition and the arm of the Government, whose undisputed protection they can claim. The result of emigration has already been decidedly favorable; though, from the short time since large bodies were removed, it might readily be supposed that the disadvantages of new locations in a hitherto uncultivated country would still be felt by even the more industrious, skilful, and enterprising whites. The result appears favorable, because most of the emigrants are known to be more comfortably situated, to have become more attentive to agricultural pursuits, and to have indulged less in those practices that were so destructive to their prosperity, than before emigration. The Choctaws were to have been provided according to treaty with four hundred looms, one thousand ploughs, besides hoes, axes, cards, wheels, iron, &c. &c. and rifles and

ammunition. The ploughs, hoes, and other smaller articles, have been procured, and perhaps one-third of the looms and wheels manufactured. The supplying the remainder of these last named articles must, considering the circumstances, be a work of time. It was found impolitic to have them made at a distance, and transported to the Choctaw country: their great bulk would have created an enormous proportional expense. They have therefore been in the process of manufacture in the Choctaw country, by an individual entirely competent to the task, but whose slowness in its performance must be attributed to the disadvantages of his situation. With regard to the benevolence of those who designed so largely the means of civilization for those Indians, there can be but one opinion: but the experience of this office has led me to the conclusion that perhaps too rapid an accession of such means will be of no advantage, whilst it will dissipate the funds designed to benefit them.

It is known that many of the Choctaws, to whom, under the rules of distribution, these articles must fall, are not now, and cannot be for some time, the fit recipients of such bounty. It has therefore, with your sanction, been thought proper to attempt to annul the contract under which they are being manufactured. It may be remarked that the instruments of agriculture, with the simpler machines for manufacturing, are in universal demand. That their use will soon become co-extensive with the people, there can be no doubt. The Pottawatamies of Indiana are also entitled to treaty articles of the same description with those of the Choctaws. The smaller proportional number of looms assigned to them has enabled this office to procure all; but much caution should be used in their distribution. The Quapaws, a part only of whom have gone from Arkansas Territory to the country assigned them west of the western boundary of Missouri, one-half of the tribe having joined the Caddoes on Red River, have been supplied with a variety of articles, consisting of blankets, agricultural instruments, and carpenters' tools. A few looms were also stipulated for; these last are made, but not distributed. The Cherokee emigrants are entitled to rifles, blankets, kettles, and some tobacco; the Creeks to rifles and blankets; and the Seminoles to blankets and frocks. No agricultural or manufacturing implements are guarantied to these three tribes. The last named tribe will perhaps be more in need of agricultural instruction than any other that has emigrated; the first, with more skill, but with a greater degree of vacillation—a more disturbed political condition, has raised large surplus quantities of grain, and evinced west, as it has done east of the Mississippi, some skill in manufactures. Nor have the Choctaws and Creeks been wanting in agricultural success; for it has been ascertained that a considerable proportion of the corn purchased to subsist newly arrived emigrants was raised by those of prior settlement: and it has not unfrequently happened that large numbers of emigrants were enabled to raise their own bread before the expiration of the year, during which they are entitled to subsistence, and to dispose of a surplus. There can be no hesitancy in believing that the condition of the emigrant Indians has become decidedly ameliorated. Nothing indeed, seems to be wanting to create a progressive state of improvement, but a perseverance on the part of the United States in such a course towards them as shall accommodate itself to their gradual advances in civilization.

In the allotment of lands, an inspection of the map will show that you have been guided by the rule of giving, as far as practicable, a correspon-

dent northern or southern location, according to the situation of the country east of the Mississippi, of the emigrant tribes. Notwithstanding this, there is, in some instances, considerable change of latitude northward, and in all some difference in climate. The nature of the soil differs, of course, from that of the eastern country. Thus, it is proper to observe, have undoubtedly been produced diseases of a fatal character. The mortality has not, however, exceeded what might have been expected from new settlements, where the emigrants select their lands and place their residences on, and proximate to, the rich alluvion of the river bottoms. All who have visited or explored the Indian territory concur in saying that the land is fertile, the water good, the wood sufficient on and near all the streams, and that the game is in undiminished abundance. They agree, indeed, in asserting that, independent of all moral and political influences, the change of country is greatly in favor of the emigrants.

It remains for me to advert to the embarrassments which have obstructed the emigration of Indians within a year or two past, and to the prospects in view for the removal of all those from the east of the Mississippi to the new country, who have in treaty stipulations agreed to go. All the tribes on this side of the Mississippi have long been surrounded by a white population more or less dense. They have, in many instances, formed connections with the whites, and they are in constant traffic with the white traders, to whom they are, it is believed, always in debt. The traders have much power over them, for besides that which the creditor can, in every stage of society, exercise over the debtor, the successful trader, being a man of opulence, and not unfrequently of great sagacity, becomes the counsellor of the Indian, and sways him with all the potency of this double influence. The annuities are the principal source of remuneration to those who trust the Indians with goods. In many cases they are paid, notwithstanding all the precaution of the officers of the United States, acting under the law of Congress and the regulations of the War Department, almost directly into the hands of the traders, sometimes without the formality of counting the specie of which they consist. It is very natural to suppose that it is the interest of the traders to keep the Indians from emigration; and in every attempt made by the agents of the Government to raise an emigrating party, this has been reported to be the case. But, without dwelling upon this as a cause why the Indians will not remove, it may be sufficient to say that the payment of the annuities, as heretofore, at their old places of residence, must be a strong motive for distrusting the sincerity of those sent among them to urge them to emigration. The inducement to go, in the prospect of all the blessings likely to flow from a removal, cannot operate upon men with whom the present is the only moment of existence, for which the means of future happiness fall, at all times, a ready sacrifice. To deprive the Indians, then, of this the strongest of all inducements for remaining on this side the Mississippi, (for, with every allowance on account of the attachments incidental to locality, they will pursue their pecuniary interests,) let the annuities be paid west of the Mississippi, and there is no reason to doubt that the scheme of emigration would meet with little future opposition. With respect to the legality of such a measure, or its consistency with treaty obligations, I offer no opinion, further than that it need only be applied as a remedy where the Indians had created in themselves obligations to remove, and refused to abide by them. Without some determined effort on the part of the United States, it cannot be disguised, that the Indians will

perseveringly linger in their old haunts, and thus in a measure defeat that plan of benevolence which, it is conceded by the country, is, above all other things, the best calculated to promote their permanent welfare.

I cannot close this report without more particular reference to the agents employed in Indian emigration. It will be recollected that the appointments of Indian agent and sub-agent for all the tribes in the treaties with whom provisions for removal have been introduced have recently been discontinued; still it has been found necessary to invest persons with power to perform certain duties growing out of our relations with them. The duties are performed without extra charge by the superintendents of emigration: and so extensive would the business of the United States still appear to be with those tribes, that half of the time of the emigrating agents is consumed in its performance. It is respectfully suggested that, in this continuance of the agencies, there may still exist, in too great a degree, to the mind of the Indian, the show of that paternal authority whose entire absence would create, perhaps, a desire to go where it had been removed to. The disbursing agents have been invariably officers of the army since the promulgation of the "Regulations concerning the removal of the Indians," by your orders, in the summer of 1832. By those regulations, a principal disbursing officer was allowed the "pay and emoluments of a quartermaster," and a disbursing agent the "pay and emoluments of an assistant quartermaster," The pay, &c. of a quartermaster has never been given to more than one officer. He has since the first season, (in 1831,) during which Indian removals were effected under the act providing for an exchange of lands, &c. passed in May, 1830, been stationed at Little Rock, Arkansas Territory. His duties have been to superintend generally the disbursements of the disbursing agents stationed with the emigrant tribes; to contract for subsistence for the Indians already removed, and for transportation and subsistence between the Mississippi and the Indian territory for those about to remove, and to pay for both; to perform, in fine, functions of great variety and importance, involving the expenditure during some years of nearly half a million of dollars per annum. When the remoteness of his station is considered, the fact that there is no bank or other place of deposite for money near him, and that he has been compelled, that he might meet the exigencies of the public service, to keep large amounts of money constantly in his possession, it would not be considered that he has been at any time more than adequately compensated for his great labor and responsibilities. By a "proviso" to the "Act making additional appropriations for Delaware breakwater," &c. approved March 3, 1835, it is provided that no officer of the army shall receive any additional pay, extra allowance, or compensation for disbursing public moneys appropriated at the last session of Congress, or for any other service or duty, unless authorized by law. The construction given to this proviso precluded the officer above referred to, and all others employed in the Indian emigration, from receiving the allowance provided for by regulation; and they have all since performed their duties at really less compensation, and certainly at greater personal expense, than if they had been attached to garrisons. That officers of the army should be compelled to the performance of arduous and often dangerous and disagreeable duties, of a character totally distinct from those of their profession, and for which they are deemed especially suited only because of their good business habits and their devotion to the public service, without additional pay,

ought not to be. But to be compelled to do so at less than the emoluments of their grade in the line of the army, is derogatory as well as pecuniarily injurious to them. I have referred particularly to the case of the principal disbursing agent at Little Rock; but there are other cases in which the nature of the services performed has called for all that skill, decision, and energy which characterize only minds of the first order; and if there are any situations calculated to exhibit these advantageously, the active service of Indian emigration may furnish them.

The 4th and 13th sections of the "Act to provide for the organization of the Department of Indian affairs." approved the 30th of June, 1834, enact that the President may require the military officers of the United States to execute the duties of Indian agent, and that all the duties required by the act shall be performed by them without any other compensation than their *actual travelling expenses*. Under this enactment, the disbursing agents in the emigration of Indians, besides performing the duties peculiar to their own appointments, have disbursed large amounts of money in payment of Indian annuities. *Their* emoluments were not, however, affected by it, and the payment of annuities, though extremely erroneous for a short time, being only a temporary duty, was cherfully performed. But the obligation upon officers to perform the continuous duties of the emigration of Indians as well as the temporary duty incident to the annuities, has, since the passage of the act of the 3d of March, 1835, containing the proviso before referred to, been officially determined by an opinion of the Attorney General of the United States. I most earnestly hope, therefore, that the legislation of the ensuing session may reinstate the officers engaged in this service in the allowances heretofore enjoyed by them.

Respectfully, your obd't serv't,

GEO. GIBSON, *C. G. S.*

No. 1.

REPORT of the amount of funds remitted to agents and disbursing officers for the expenses of Indian emigration during the first three quarters of the present year, and the amount for which accounts have been rendered for settlement by each, during the same period.

Names.	Amount remitted.	Amount accounted for.	Balance due by agents.	Remarks.
Captain Jacob Brown -	$35,137 76	$30,135 70	$5,002 06	
Lieutenant J. W. Harris -	30,132 76	2,855 74	27,577 02	This large balance was occasioned by the failure of the Seminoles to remove at the time first appointed. It is now in the course of expenditure, as the whole tribe will leave Florida in January, 1836.
Lieutenant M. W. Batman -	12,000 00	6,690 75	5,310 25	
Lieutenant J. Van Horne -	10,811 27	10,939 58	-	A small balance due this officer.
Captain J. R. Stevenson -	1,026 10	165 52	860 58	
Captain John Page - -	50,000 00	43,931 84	6,068 16	This balance the officer has been directed to deposite in bank, to the credit of the Treasurer.
Lieutenant Edward Deas -	4,000 00	3,773 93	226 07	
Philip Campbell - -	103 50	103 50		
A. Kennerly - -	206 93	206 93		
William Marshall - -	433 75	433 75		
A. C. Pepper - -	1,089 00	1,089 00		
Captain J. B. F. Russell -	39,543 00	8,551 99	30,991 01	The large balance against Captain Russel will speedily be reduced. His third quarter's accounts are not yet received, in consequence of his being on his way with a party of Indians.
Major J. B. Brant - -	10,000 00	1,060 01	8,939 96	The expenditures in this case have been less than anticipated when the remittance was made—the Pottawatamies of the Logansport agency having failed to remove at the time calculated upon.
A. L. Davis - - -	750 00	750 00		
Lieutenant J. P. Simonton -	15,544 00	1,387 86	14,156 14	This balance the officer has been directed to deposite in bank, to the credit of the Treasurer.
William Gordon - -	3,544 00	-	3,544 00	The expenditures of this gentleman, on account of the exploring expedition from Chicago, not yet received. It is believed the whole amount is expended.

The column of "amounts remitted" includes the balances that stood against the agents at the commencement of the year, with the transfer from other agents; thus, the true balances on the 30th of September, 1835, are above exhibited.

No. 2.

REPORT of the number of Indians removed since the 30th of September, 1834, distinguishing the different tribes, the whole number of emigrant Indians west of the Mississippi river, the quantity of land assigned to each, and its situation; the number of Indians east of the Mississippi yet to be removed under treaty stipulations, with the names and numbers of the native tribes west of the Mississippi.

TRIBES.	Removed since September, 1834.	Whole number of emigrant Indians west of the Mississippi.	Quantity of land assigned to each, and its situation.	Number of Indians east of the Mississippi with whom stipulations in treaties have been made for removal.	REMARKS.
The United nation of Chippewas, Ottawas and Pottawatamies	1,000	-	5,000,000 acres east side of the Missouri river, and northwest of the northwest corner of the State of Missouri	7,000	
Pottawatamies of the Logansport agency	-	441			
Choctaws	-	15,000	15,000,000 acres between Red river and the Canadian.	3,500	It has been decided that the treaty stipulations for removal have been fulfilled with the Choctaws.
Quapaws	176	-	96,000 acres between the western boundary of the State of Missouri, and the eastern boundary of the Osages.	-	The remainder of the Quapaws (300) have joined the Caddoes on Red river. Information is received that they are on the way to join those that have removed.
Creeks	630	3,089	13,140,000 acres between the Canadian and Arkansas rivers, as high as the 36th parallel of latitude. The Seminole lands are comprised within this district	22,000	One thousand Creeks may be on their way west under the contractors.
Seminoles and other Florida Indians	-	265		3,500	There are two hundred and sixty-five Appalachicolas west of the Mississippi.
Cherokees	48	6,000	13,000,000 acres, from the 36th parallel of latitude to the Osage line.	10,000	About one thousand Cherokees removed in 1834 and 1835.
Kickapoos	-	588	168,000 acres north of Fort Leavenworth, bounded east by the Little Platte.		

Delawares		826	2,208,000 acres west and south of the Kickapoos.		
Shawanees		1,250	1,600,000 acres on the south side of the Kanzas river.		
Ottawas		200	31,000		
Weas		222	160,000 acres south of Shawanees	500	
Piankeshaws		162		70	
Peorias and Kaskaskias		132	96,000		
Senecas from Sandusky		251	100,000 acres between the western boundary of the State of Missouri and the eastern boundary of the Cherokees.		
Senecas and Shawanees		211			

Native tribes, and their numbers, resident west of the Mississippi.

Sioux	27,500	Assinaboins	8,000	Kanzas	1,471
Ioways	1,200	Crees	3,000	Saes	4,800
Saes of the Missouri	500	Gros Ventres	3,000	Arickares	3,000
Omahas	1,400	Crows	4,500	Cheyennes	2,000
Otoes and Missourias	1,600	Quapaws	450	Blackfeet	30,000
Pawnees	10,000	Caddoes	*2,000	Foxes	1,600
Camanches	7,000	Poncas	800	Arrepahas, Kioways, &c.	1,400
Mandans	15,000	Osages	5,120		
Minatares	15,000				

*The agent has reported these Indians at upwards of two thousand.

No. 3.

Articles of agreement entered into this seventeenth day of September, one thousand eight hundred and thirty-five, between George Gibson, Commissary General of Subsistence, under the authority of the President of the United States, on the part of the United States, and John W. A. Sanford, Alfred Iverson, John D. Howell, Benjamin Marshall, Luther Blake, and Stephen M. Ingersoll, of Georgia, to be known in said articles as and acting under the firm of John W. A. Sanford and Company.

This agreement witnesseth that the said George Gibson, for and on behalf of the United States, and the said John W. A. Sanford and Company, for themselves, their heirs, executors, and administrators, have agreed, and by these presents do mutually covenant and agree:

I. That the said John W. A. Sanford and Company, their heirs, &c. shall remove the Creek Indians, occupants of the Creek nation, in the State of Alabama, from said nation to a point in the new country allotted to the Creeks west of the Territory of Arkansas, and within twenty miles of Fort Gibson, to wit, men, women, and children, with their slaves, and their goods and chattels, as hereinafter provided, in manner and form and for the consideration specified in these articles of agreement.

II. That the said John W. A. Sanford and Company shall collect the Indians together at convenient times and places; and that the Indians shall be subsisted by them from the day they commence to march to the place of assemblage.

III. That the said John W. A. Sanford and Company, their heirs, &c. will despatch to the new country aforesaid parties of one thousand Indians, or more, under the conduct of such agents as the said John W. A. Sanford and Company may deem it proper to appoint; the Indians having first been carefully enrolled.

IV. That the following shall be the rations and the kind and quantity of transportation to which the Indians, &c. shall be entitled: The ration of bread shall be one pound of wheat flour, Indian meal, or hard bread, or three-fourths of a quart of corn; the meat ration shall be one pound of fresh, or three-quarters of a pound of salt meat or bacon; and with fresh meat, two quarts of salt to every hundred rations. The transportation shall be one six-horse wagon and fifteen hundred pounds of baggage to from fifty to eighty persons. The provisions and transportation shall be the best of their kind. The average daily travel shall not exceed twelve miles.

V. That the provisions shall be issued daily, if practicable, and not less frequently than every other day, as well whilst at rest as during the travel, until the day inclusive of arrival at the point of destination west; and that there shall be established, within three months, points upon the entire route westward at which the provisions are to be issued.

VI. That the sick, those enfeebled from age or other cause, and young children, shall be transported in wagons or on horseback; that those who may be pronounced unable to proceed may be left on the route at some proper place, and under the care of some proper person, at the expense of the United States.

VII. That the Indian ponies shall be given from the day of starting westward one-half gallon of corn each, provided such disposition in the active operations of the removal may be made of them, not to include the

auling of the wagons before mentioned, as the said John W. A. Sanford nd Company may deem proper; but that they will not be separated from he company to which their owners are respectively attached, nor compel- ed to carry other baggage or persons than those belonging to the family of heir owners.

VIII. That the said John W. A. Sanford and Company shall be enti- led to twenty dollars a head for each person transported from the Creek ation to the place of delivery before mentioned; and for all persons who nay die or be necessarily left on the way, as authorized by article VI of his contract, an amount in proportion to the distance travelled; provided hat the evidence herein required in such cases of arrival westward, &c. s furnished to the proper department. The amount due to the said John W. A. Sanford and Company to be promptly paid at such points as may be reviously indicated by them, and under instructions to be hereafter given y the War Department.

IX, That the said John W. A. Sanford and Company shall not coerce he Indians to remove, all threats and violence towards them being prohib- ted; and that they shall be treated by the said John W. A. Sanford and Company, their agents, &c. with lenity, forbearance, and humanity.

X. That the United States will furnish the following agents:

1st. A superintendent, whose duty it shall be to remain within the limits f the Creek nation during the proper season for operations under this con- ract, for the purpose of seeing that its stipulatiens are fulfilled by the par- ies thereto. He shall receive his instructions from the Commissary Gene- al of Subsistence, and will not be accountable in any way for his acts to he said John W. A. Sanford and Company; and that such superintendent hall decide whether fifty or eighty, or any intermediate number of Indians ought, consistent with the health and comfort of the Indians, to be assigned o each wagon.

2d. Two or more military agents, one of whom shall accompany each party west. The duties of these agents shall be to attend particularly to he treatment received by the Indians; their rations, transportation: to re- nonstrate against any course of conduct on the part of the agents of the said John W. A. Sanford and Company, inconsistent with the letter and spirit f this contract; and to protest to the proper department, and, if a remedy can e found in a pecuniary expenditure, to make it, which if approved by the Secretary of War, shall be deducted from the payments to be made under his contract to the said John W. A. Sanford and Company, their heirs, &c.

3. A surgeon for each emigrating party, whose duty it shall be to attend o the sick thereof. He shall also be the arbiter in cases of difference of opin- on between the agents of the United States and the said John W. A. Sanford nd Company, their heirs, &c. relative to the quality of provisions, the time nd place of issuing the same, and the time of starting and stopping on the laily travel; and he shall also decide whether invalids may be left on the vay, and take care that they are provided for agreeably to article VI of his contract, and enter upon the roll the time and place of such occurrence, vith the date of decease of all Indians who may die on the route.

4th. A disbursing agent in the new Creek county west of the Missis- ippi, whose duty it shall be to receive the Indians as they arrive, to muster hem, and to certify upon the roll presented to him by the agent of the said John W. A. Sanford and Company, their heirs, &c. the result of that mus- er: said muster to take place on the day of arrival (if practicable) at the oint of destination.

And that the said John W. A. Sanford and Company, their heirs, & shall furnish every facility to the aforesaid superintendent, military, medical, and disbursing agents, that may be necessary to enable them freely attend to the duties of their several offices.

XI. That the said John W. A. Sanford and Company, their heirs, & will without delay, and within sixty days from the date of this contrac commence active operations in the Creek nation, Alabama; and by or b fore the first day of July next to remove to within the limits of the Cree nation, west, five thousand persons. And it is expressly understood th the rights of the said John W. A. Sanford and Company, their heirs, & under this contract, so far as regards the removal of Indians from Alabam cease after the removal of five thousand Indians, or on the first day of Jul one thousand eight hundred and thirty-six, allowing afterwards due tim for Indians moved prior to that date to reach the new country west.

XII. And it is further agreed that, within the period specified in article X for the termination of this contract, whatever expense per head, in additio to that stipulated to be paid to said John W. A. Sanford and Company, the heirs, &c. may be incurred by the United States, shall be repaid to the Unite States by said John W. A. Sanford and Company, their heirs, &c. and r coverable by suit at law; and it is also hereby reserved to the United Stat to annul this contract to all intents at any time the aforesaid George Gibso may deem proper; but it is understood that the privilege guarantie in section XI to the said John W. A. Sanford and Company, of time for th removal of those who start before the termination of the contract, shall be e tended to this case: provided, and it is hereby understood by the contractin parties, that all such matters as are merely in the nature of regulation, an do not affect the pecuniary interest of the said John W. A. Sanford an Company, their heirs, &c. are saved to the United States; and that, und all circumstances, the United States have complete control of their ow officers and agents; and further, that where infractions of this contract exis they must be alleged by either party at the time of their occurrence; an that no effect whatever is to be given hereafter to allegations not thus brougl forward.

GEO. GIBSON, *C. G. S.*
J. W. A. SANFORD,
ALFRED IVERSON,
JOHN D. HOWELL,
B. MARSHALL,
LUTHER BLAKE,
STEPHEN M. INGERSOLL.

Witnesses to the signature of Geo. Gibson, Com. Gen. Sub.
WM. C. EASTON, *Principal Clk. Ind. Emigration.*
WM. BROWNE, *Clerk.*

Witnesses to the signatures of J. W. A. Sanford, Alfred Iverson, John I Howell, B. Marshall, Luther Blake, Stephen M. Ingersoll.
EDWARD BARNARD,
D. HUDSON, *Notary Public.*

No. 12.

REPORT OF THE COMMISSIONER OF PENSIONS.

WAR DEPARTMENT,
Pension Office, October 31, 1835.

SIR: I have the honor to transmit herewith, for the information of Con-
ess, the annual statements showing the number of pensioners on the rolls
the different agencies, the number inscribed on the rolls since the last re-
n, and the number of deaths reported to this office since that period.

No additions have been made to the list of pensioners under the act of
rch 18, 1818, since the last annual report.

In obedience to your instructions, given in conformity with the resolu-
n of the Senate of the United States of the 5th of June, 1834, requiring
statement showing the names of the several pensioners who are now or
y have been heretofore placed on the pension rolls, designating their
k, annual allowance, the sums which they have severally received, the
s under which their pensions have been granted, the State or continen-
line in which they served, the date when placed upon the roll, their ages
l the States and counties in which they severally reside; also, the
nes of the pension agents who have received compensation as such, and
amount of such compensation, and the act under which it was allowed;
names of the clerks who are, and who have been, employed in the Pen-
n office, and the sums paid them as compensation, with a statement of
aggregate sum paid in each State, and an aggregate statement of the
ole sum disbursed on account of pensions; and that he be also directed
eport to the Senate the regulations adopted at the War Department re-
ng to the proof necessary to entitle claimants to the benefit of the act of
June, 1832," I have the honor to inform you that the statement has
n made, and, in accordance with the resolution of the Senate of the
ited States of the 30th June, 1834, requesting the Secretary of War "to
nish the information, heretofore called for by resolution of the 5th
ant, in regard to pensions, to the Secretary of the Senate, during the vaca-
n, arranging the names of the pensioners by States and counties, and
t, upon receiving them, they be printed by States and counties, and five
nbers of the list for each State be transmitted by the Secretary to each
rt of record in such State," have been transmitted to the Secretary of
Senate, prepared according to the mode pointed out in the last men-
ned resolution.

have also to inform you that I have prepared, and sent to the Secretary
he Senate, a list of persons who receive stipends under the act of May
1828, in compliance with the resolution of the Senate of the 3d of
rch last, requiring that "a list of the pensioners on the rolls in the Trea-
y Office be printed and distributed, as heretofore ordered in regard to
se in the War Office, with the addition of the names of the agents."

copy of the regulations adopted by this department "relating to the
of necessary to entitle claimants to the benefit of the act of June 7,
2," has likewise been sent to the Secretary of the Senate.

It may be proper for me here to remark, that, from the statement exhibiting the total amount paid in each State, and the aggregate sum disbursed on account of pensions, it would seem that only $28,795,887 45 has been paid. This statement is founded on a calculation made as to the sums paid to each pensioner whose name appears on the books of this office, and is necessarily imperfect, many names of pensioners having been entirely lost by the destruction of the books and papers of the War Office in 1800 and 1814. The statement does not embrace any payments made since the payments for the first half year of 1834: it does not include the amount paid on account of commissions to agents for paying pensioners, nor the amount paid on account of five years' half pay to widows and orphans, which are not paid through this office; all of which items are, however, comprehended in the appropriation bills under the general head of pensions, and are chargeable to that account. Up to the present time $33,000,000 have been drawn from the treasury on account of pensions, part of which is still in the hands of the agents for paying pensions. During the current year, warrants in favor of pension agents have been drawn as follow:

For paying invalid pensions, under various laws of the United States - - - - - - - - -	$107,380 0
For paying revolutionary pensions inscribed on the rolls under the acts of March 18, 1818, May 1, 1820, and March 1, 1823 - - - - - - - -	386,814 0
The act of appropriation under which the above sums were drawn passed on the 27th January, 1835	
For paying stipends authorized by the act of June 7, 1832,	1,294,685 5
For paying stipends authorized by the act of May 15, 1828, for the last half-yearly payment of the present year (the first semi-annual payment having been made at the Treasury Department) - - - - - - - - - -	77,032 0
Total,	$1,865,911 5

The sum drawn for the current year is not equal to the expenditure, as the agents had balances in their hands at the commencement of the year to the amount of - - - - - - - - , - - . $1,389,430 5

Viz:

For paying invalid pensioners - - -	$218,192 83	
For paying pensioners under the act of 18th March, 1818 - - - - - - - -	381,813 26	
For paying stipends under the act of June 7, 1832 - - - - - - - - -	789,424 48	

I have the honor to be,
Very respectfully,
Your obedient servant,
J. L. EDWARDS,
Comm'r of Pensions.

Hon. Lewis Cass, *Secretary of War.*

A STATEMENT showing the number of persons now on the rolls of the different States and Territories, viz.

States and Territories.	Invalid pensioners.	Pensioners under the act of the 18 March, 1818.	Persons receiving the benefits of the act of 7th June, 1832.	Persons receiving the benefits of the act of 15th May, 1828.
Maine	173	788	1,236	22
New Hampshire	177	617	1,342	24
Vermont	177	812	1,614	37
Massachusetts	327	1,104	2,831	61
Rhode Island	16	116	505	4
Connecticut	125	535	1,796	46
New York	904	2,346	4,825	214
New Jersey	58	231	787	22
Pennsylvania	397	576	1,553	58
Delaware	17	13	7	3
Maryland	226	115	104	13
Virginia	216	543	1,756	57
North Carolina	53	197	1,256	17
South Carolina	19	104	464	11
Georgia	25	76	414	6
Alabama	33	35	278	7
Mississippi	8	10	37	
Louisiana	35	10	16	
Tennessee	149	236	1,547	18
Kentucky	182	404	1,720	52
Ohio	248	663	1,465	58
Indiana	90	93	560	18
Illinois	56	22	236	3
Missouri	72	16	156	2
Florida	1	2	11	3
Arkansas	1	-	20	3
Michigan	51	26	49	3
District of Columbia	57	17	52	4
Total	3,893	9,707	26,637	766

WAR DEPARTMENT,
Pension Office, October 26, 1835.
J. L. EDWARDS, *Comm'r of Pensions.*

NUMBER of persons added to the rolls of the different States and Territories from the 20th October, 1834, to the 20th October, 1835, inclusive, viz.

States and Territories.	Under the acts granting pensions to invalids.	Persons receiving the benefits of the act of 7th June, 1832.	Remarks.
Maine	4	13	
New Hampshire	3	2	
Vermont	3	33	
Massachusetts	2	23	
Rhode Island	–	2	
Connecticut	4	36	
New York	15	144	
New Jersey	1	19	
Pennsylvania	10	62	
Delaware	1		
Maryland	1	8	
Virginia	–	42	
North Carolina	–	39	
South Carolina	–	25	
Georgia	2	23	
Alabama	–	14	
Mississippi	–	1	
Louisiana	–	1	
Tennessee	4	48	
Kentucky	6	40	
Ohio	8	39	
Indiana	2	18	
Illinois	10	15	
Missouri	1	9	
Florida	–	–	None.
Arkansas	–	–	None.
Michigan	3	3	
District of Columbia	1		
Total	81	659	

WAR DEPARTMENT,
Pension Office, October 26, 1835.
J. L. EDWARDS, *Comm'r of Pensions.*

ABSTRACT from the several pension agents' reports, showing the number of pensioners whose deaths have come to their knowledge since the last report.

States and Territories.	Revolutionary act of 18 March, 1818.	Invalid pensioners.	Act of the 7th of June, 1832.	Remarks.
Maine	53	2	89	
New Hampshire	28	2	72	
Vermont	6	–	83	
Massachusetts	45	3	185	
Rhode Island	10	–	48	
Connecticut	22	1	154	
New York	89	8	232	Returns incomplete.
New Jersey	9	–	52	
Pennsylvania	23	5	10	Returns incomplete.
Delaware	2	1		
Maryland	7	1	4	
Virginia	24	–	86	
North Carolina	49	2	108	
South Carolina	2	1	2	
Georgia	12	–	16	
Alabama	–	–	5	Returns incomplete.
Mississippi	6	–	–	Returns incomplete.
Louisiana	–	–	–	No returns.
Tennessee	1	–	32	Returns incomplete.
Kentucky	19	4	65	
Ohio	7	2	89	Returns incomplete.
Indiana	8	–	8	Returns incomplete.
Illinois	1	1	16	
Missouri	–	3	5	
Florida	–	–	–	No returns.
Arkansas	–	–	–	No returns.
Michigan	–	–	–	No returns.
District of Columbia	–	1	–	Returns incomplete.
Total	423	37	1,361	

WAR DEPARTMENT,
Pension Office, October 26, 1835.
J. L. EDWARDS, *Comm'r of Pensions.*

No. 13.

ANNUAL REPORT OF THE BOUNTY LAND OFFICE,

For the year ending the 30th September, 1835.

Return of claims which have been deposited in the Bounty Land Offic in the year ending the 30th September, 1835, for services rendered i the revolutionary war.

Number of claims received from the 1st October, 1834, to the 30th September, 1835, inclusive		62
Claims on which land warrants have issued	55	
Claims found to have been previously satisfied	111	
Claims not entitled to bounty lands	98	
Claims in which the applicants' names are not returned on the records	253	
Claims on which regulations were sent	18	
Claims in which further evidence was required	85	
		62

Abstract of the number of warrants issued in the year ending the 30t September, 1835.

3 captains, 300 acres each		90
5 lieutenants, 200 do		1,00
1 cornet		15
46 rank and file, 100 do		4,60
1 special warrant, in pursuance of the act of Congress approved the 27th June, 1834		64
1 special warrant, in pursuance of the act of Congress approved the 27th January, 1835		32
1 special warrant, in pursuance of the act of Congress approved the 6th February, 1835		32
Total warrants 58	Total acres	7,93

Number of warrants signed by Generals Knox and Dearborn, on file, unclaimed - - - - - - - - 4

Return of claims which have been deposited in the Bounty Land Offic in the year ending the 30th September, 1835, for services rendere during the late war.

Claims suspended, per last annual report	30
Claims heretofore admitted, but waiting for the renewal of the law, as stated in the last annual report	2
Claims received since	41
Total	75

Claims on which warrants have issued - - - -	108	
Claims found to have been previously satisfied - - -	98	
Claims found not entitled to land - - - - -	64	
Claims returned for further evidence - - - - -	119	
Claims for which regulations were sent - - - -	62	
Claims on file, suspended - - - - - - -	300	
		751

Abstract of the number of warrants issued for the year ending the 30th September, 1835.

Warrants issued under the acts of 24th December, 1811, and 11th January, 1812 - - - - - - - - - -	106
Warrants issued under the act of December, 1814 - - -	2
Total warrants	108
Whereof, of the first description, 106 granted of 160 acres each	16,960
Do. second do. 2 do. 320 do.	640
Total acres	17,600

DEPARTMENT OF WAR,
Bounty Land Office, Nov. 1, 1835.

The foregoing is respectfully reported to the honorable Secretary of War as the proceedings of this office for the year ending on the 30th September, 1835.

WM. GORDON, *First Clerk.*

No. 14.

REPORT OF THE SECOND AUDITOR.

TREASURY DEPARTMENT,
Second Auditor's Office, December 1, 1835.

SIR: In compliance with directions contained in your letter of the 4th September last, I have the honor to furnish you with statements marked A and B, in duplicate.

The first (marked A) shows the amount of requisitions issued under each head of appropriation in the fiscal year ending 30th September, 1834; the amount of accounts rendered by disbursing officers which have been settled, and the balance that remains unaccounted for on the requisitions for the same period.

The second (statement B) exhibits the amount of requisitions issued under each head of appropriation, from the 1st of January to the 30th September, 1835; the amount of the accounts of the respective agents and disbursing officers in whose favor the requisitions were issued, which have been rendered for settlement, and the balance which remains to be accounted for.

I have the honor to be, with respect,
Your obedient servant,
W. B. LEWIS.

The Hon. the SECRETARY OF WAR.

A.

A STATEMENT showing the amount of requisitions issued under each head of appropriation in the year ending on the 30th of September, 1834; the amount of accounts rendered by disbursing officers for settlement, and the balance which remains unaccounted for on the requisitions issued.

HEADS OF EXPENDITURE.	Amount of requisitions issued in the year ending 30 Sep. 1834.	Amount accounted for.	Balance unaccounted for.
Pay of the army and subsistence of officers	$1,269,457 26	$1,269,457 26	
Clothing for servants of officers	33,522 74	33,522 74	
Forage of the army	65,369 58	65,369 58	
Purchasing department	298,566 65	298,566 65	
Bounties and premiums	6,309 07	6,309 07	
Expenses of recruiting	21,244 10	21,244 10	
Contingencies of the army	8,322 16	8,322 16	
Medical and hospital department	31,123 51	31,123 51	
Payments in lieu of clothing	10,889 96	10,889 96	
Pensions to widows and orphans	115 89	115 89	
Paying militia of Illinois, &c. acts 15th June, 1832, &c.	42,258 23	42,258 23	
Pay of mounted rangers, &c. acts 15th June, 1832, &c.	22,654 53	22,654 53	
Defence of the frontiers, &c. acts 15th June, 1832, &c.	126,768 46	126,768 46	
Subsistence of the army	1,268 34	1,268 34	
Payment of arms for mounted rangers, act 2d March, 1833	2,598 00	2,598 00	
Payment of officers and six companies of Missouri militia, act 14th May, 1834	35,000 00	22,724 84	$12,275 16
Purchase of cannon	4,266 67	4,266 67	
Arming and equipping the militia	185,797 92	185,797 92	
Ordnance service	63,774 38	63,774 38	
Armories	344,437 64	344,437 64	
Arsenals	163,325 41	163,325 41	
Armament of fortifications	94,729 02	94,729 02	
Payment of taxes on U. S. arsenal at Schuylkill, act 14th May, 1834	522 18	522 18	
Repair and extension of public dam at Harper's Ferry, act 2d March, 1833	3,000 00	3,000 00	
Purchase of arms for South Carolina, act 2d March, 1831	6,131 00	6,131 00	
A pay office and store at Springfield armory, act 2d March, 1833	2,000 00	2,000 00	
Double racks at do. do.	600 00	600 00	
New arsenal at do. do. act 14th May, 1834	7,800 00	7,800 00	
Additional machinery and fixtures, do.	7,000 00	5,685 00	1,315 00
Enlargement of canal at Harper's Ferry, act 2d March, 1833	13,495 00	13,495 00	
Slating roof and rebuilding water-wheel at Springfield armory, act 14th May, 1834	3,500 00	3,500 00	
Purchase of three acres of land on Alabama river, act 14th May, 1834	1,800 50	-	1,800 50
Forging shop, tilt-hammer, &c. Harper's Ferry, act 2d March, 1833	3,000 00	3,000 00	
Completion of the machinery at do. act 14th May, 1834	15,200 00	15,000 00	
Erecting store-houses, &c. do. do.	1,000 00	1,000 00	

STATEMENT A—Continued.

HEADS OF EXPENDITURE.	Amount of requisitions issued in the year ending 30 Sept. 1834.	Amount accounted for.	Balance unaccounted for.
Repairing dam and removing obstructions at Harper's Ferry, act 14th May, 1834	$2,000 00	$2,000 00	
For twelve dwelling-houses at Harper's Ferry armory	5,600 00	5,600 00	
For three new water-wheels and machinery at Harper's Ferry armory	10,000 00	10,000 00	
Contingencies of Indian department	14,322 00	14,322 00	
Pay of Indian agents	22,896 39	22,896 39	
Pay of sub-agents	12,994 48	12,994 48	
Presents to Indians	4,176 89	4,176 89	
Pay of interpreters	15,355 81	15,355 81	
Building houses for agents	2,786 89	2,786 89	
Pay of gun and blacksmiths, &c.	6,481 24	6,481 24	
Purchase of iron, steel, &c.	683 05	683 05	
Transportation and distribution of annuities	6,325 14	6,325 14	
Provisions at the distribution of annuities	6,304 07	6,304 07	
Civilization of Indians	9,517 29	9,517 29	
Vaccination of Indians	579 40	579 40	
Annuities, per act 25th February, 1799	1,333 33	1,333 33	
Do. do. 21st April, 1806	666 67	666 67	
Do. do. 3d March, 1807	100 00	100 00	
Do. do. 7th May, 1822	509 24	509 24	
Do. do. 26th May, 1824	1,431 37	831 37	$600 00
Do. do. 13th January, 1831	1,819 92	1,819 92	
Do. do. 2d March, 1831	2,910 12	417 00	2,493 12
Do. do. 4th June, 1832	7,646 32	6,244 32	1,402 00
Do. do. 14th July, 1832	318 00	318 00	
Do. do. 20th February, 1833	47,473 51	44,393 91	3,079 60
Do. do. 26th June, 1834	409,038 73	386,575 91	22,462 82
Transportation of annuities and agricultural implements, act 2d March, 1833	1,072 80	1,072 80	
Pay for provisions, act 28th June, 1834	3,690 00	2,296 45	1,393 55
Payment for transportation and other incidental expenses, act 28th June, 1834	200 00	200 00	
Arrearages of the Indian Department	49 57	-	49 57
Exchange of lands with the Indians, and their removal west of the Mississippi, acts 28th May, 1830, &c.	334 00	334 00	
Gratuities of $50 to every five emigrants from Georgia, &c. act 4th June, 1832	630 00	630 00	
Subsisting Indian emigrants, &c. act 13th July, 1832	6,545 86	6,545 86	
Removing and subsisting Indians, acts 2d March, 1833, &c.	154,160 89	148,160 89	6,000 00
Removal and subsistence of Creek Indians, act 2d March, 1833	50 00	50 00	
Treaty with Winnebagoes, acts 25th March, 1830, &c.	65 00	65 00	
Treaty with Choctaws of 15th Sept. 1830, act 4th June, 1832	532 31	532 31	
Creek treaty of 24th March, 1832, acts 4th June, 1832, &c.	20,578 00	20,578 00	
Treaty with mixed bands of Senecas and Shawanees of Lewistown, Ohio, of 20th July, 1831, act 4th June, 1832	380 00	380 00	
Treaty with Creeks of 26th January, 1826, acts 22d May, 1826, &c.	320 12	320 12	

STATEMENT A—Continued.

HEADS OF EXPENDITURE.	Amount of requisitions issued in the year ending 30 Sept. 1834.	Amount accounted for.	Balance unaccounted for.
Treaty with Pottawatamies of Wabash, &c. act 2d March, 1833	$8,539 39	$8,539 39	
Treaty do. act 2d March, 1829. Reappropriated 15th June, 1832	58 00	58 00	
Treaty with do. of Prairie, &c. act 2d March, 1833	1,891 37	1,891 37	
Treaty do. Indiana, &c. act 2d March, 1833	1,831 00	1,831 00	
Treaty with Senecas, &c. act 2d March, 1833	1,656 45	1,656 45	
Treaty with Winnebagoes, &c. act 2d March, 1833	646 47	646 47	
Treaty with Piankeshaws and Weas, &c. act 2d March, 1833	232 70	232 70	
Treaty with Kickapoos, &c. act 2d March, 1833	3,261 50	3,261 50	
Treaty with Wyandot Indians, act 18th June, 1834	1,000 00	1,000 00	
Treaty with Pottawatamies for extinguishment of their title to lands in Illinois, act 2d March, 1833	10,000 00	10,000 00	
Expenses attending the fulfilment of the third and fifth articles of the Creek treaty of 24th March, 1832, act 20th February, 1833	2,000 00	2,000 00	
Treaty with Shawanees of Ohio, &c. act 4th June, 1832	876 00	876 00	
Treaty with Ottawas of Ohio, &c. act 4th June, 1832	306 00	264 00	$42 00
Treaty with Choctaws at Dancing Rabbit creek, &c. act 2d March, 1831	8,000 00	8,000 00	
Expenses of holding treaties with Pawnees, Otoes, and Missourias, act 28th June, 1834	5,184 47	5,184 47	
Treaty with Western Cherokees, &c. act 28th June, 1834	6,206 00	6,206 00	
Treaty with western Creeks, &c.	5,767 58	5,767 58	
Do. Quapaws, &c.	12,736 00	9,049 08	3,686 92
Do. Pawnees, &c.	10,105 76	10,105 76	
Creek treaty of 22d May, 1826, act 2d March, 1829. Reappropriated 15th June, 1832	2,122 40	122 40	2,000 00
Treaty concluded with the Seneca Indians at Washington city, 28th February, 1831, act 3d March, 1831	2,153 60	-	2,153 60
Treaty concluded with the Creeks on 15th November, 1827, act 24th May, 1828. Reappropriated 2d March, 1821	1 44	-	1 44
Expenses of treating with Choctaws and Chickasaws for extinguishing their title to lands within the limits of Mississippi	3,126 17	-	3,126 17
Treaty at Prairie du Chien, 15th July, 1830, act 2d March, 1831	4,729 00	3,771 38	957 62
Treaty with the Delawares, 3d October, 1818. Supplementary article at Council Camp, on James's Fork, act 2d March, 1831, and provisions on their journey	23,057 39	-	23,057 39
Treaty with Choctaws, &c. at Dancing Rabbit creek, acts 2d March, 1831, and 4th June, 1832	5,803 86	2,183 77	3,620 09
Treaty with Ottawas, 18th February, 1833, act 2d March, 1833	56 00	56 00	

STATEMENT A—Continued.

HEADS OF EXPENDITURE.	Amount of requisitions issued in the year ending 30 Sept. 1834.	Amount accounted for.	Balance unaccounted for.
Treaty with Appalachicola tribe, 11th October, 1832, act 2d March, 1833	$10,000 00	$10,000 00	
Treaty with Chickasaws, 28th October, 1832, act 2d March, 1833	20,337 50	-	$20,237 50 (settled in the Land Office.)
Improvements abandoned by Cherokees from Arkansas, acts 2d March, 1829, &c.	338 27	338 27	
Proceeds of 54 sections of land for use of Choctaw schools	321 24	321 24	
Expenses of Wyandot and Cherokee delegation to Washington, act 15th June, 1832	96 50	96 50	
Payment for improvements, act 28th June, 1834	3,718 75	1,776 00	1,942 75
Payment for improvements, act 26th June, 1834	25,826 00	25,826 00	
Running lines, act 26th June, 1834	1,533 13	1,533 13	
Payment of claims, do. do.	5,766 93	5,766 93	
Do. 28th June, 1834	11,608 45	11,608 45	
Expenses of commissioners to treat with Indians west, act 26th June, 1834	10,133 29	10,133 29	
Expenses of Indian delegates, act 28th June, 1834	8,200 00	8,200 00	
Expenses of delegation of New York Indians, act 28th June, 1834	3,084 50	1,990 94	1,093 56
Locating reservations, act 26th June, 1834	10,720 00	10,720 00	
Additional expense at the Red river agency	1,300 00	-	1,300 00
Extinguishment of the claim of the Cherokees to their lands in Georgia	23,160 72	559 00	22,601 72
Provisions, &c. to Indians removing to the west from Ohio, Indiana, Illinois, and Missouri	2,391 08	378 00	2,013 08
Expenses of Sac and Fox prisoners as hostages	16 50	16 50	
Claims against the Osages by citizens of the United States	834 59	-	834 59
Extinguishment of the title of the Crecks to land in Georgia	4,989 57	-	4,989 57
Running the Indian boundary line in Florida	135 49	-	135 49
Purchase of Creek and Cherokee reservations	11,283 00	-	11,283 00
Aiding the emigration of the Creek Indians	1,087 48	1,087 48	
Payment of medals for Indians	523 13	-	523 13
Expenses of surveying the northwest boundary lines of the Pottawatamie and Miami cessions, &c.	227 00	-	227 00
Surveying and dividing the reservations granted to the half-breed Sacs and Foxes by treaty, &c.	2,000 00	2,000 20	
Provisions for Indians emigrating to the west, and settled near the Kanzas river, west of the Missouri, &c.	605 18	-	605 18
Payment of claims against the Ottawas, under the 7th and 16th articles, &c.	570 00	570 00	
Arrearages in the pay department	50 00	50 00	
Payment of expenses incurred by Indian agent at Prairie du Chien, act 28th June, 1834	612 74	612 74	
Act for the relief of Charles Burkham and others, 24th June, 1834	1,408 00	1,408 00	
Act for the relief of John Trinslett, 28th June, 1834	300 00	300 00	

STATEMENT A—Continued.

HEADS OF EXPENDITURE.	Amount of requisitions issued in the year ending 30 Sept. 1834.	Amount accounted for.	Balance unaccounted for.
Act for the relief of George Elliott, 28th June, 1834	$365 50	$365 50	
Act for the relief of A. R. Woolley, 30th June, 1834	968 79	968 79	
Act for the relief of Thomas Richardson, 15th April, 1834	369 32	369 32	
Act for the relief of Alexander J. Robinson, 30th June, 1834	1,666 66	1,666 66	
Act for the relief of officers and soldiers at Fort Delaware	55 14	55 14	
Payment of 500 rifles for emigrating Cherokees	400 00	-	$400 00
	3,966,979 52	3,807,276 49	159,703 03

RECAPITULATION.

Amount of requisitions issued in the year ending the 30th September, 1834,	$3,966,979 52
Amount of accounts rendered for settlement and settled	3,807,276 49
Balance unaccounted for	$159,703 03

TREASURY DEPARTMENT,
Second Auditor's Office, December 1, 1835.

W. B. LEWIS.

B.

A STATEMENT showing the amount of requisitions issued under each head of appropriation from the 1st of January to the 30th of September, 1835; and, also, the amount of the accounts of the respective agents and disbursing officers in whose favor said requisitions were issued; the amount of accounts which have been rendered for settlement, and the balance which remains unaccounted for on the requisitions issued.

HEADS OF EXPENDITURE.	Requisitions issued from Jan. 1, to Sept. 30, 1835.	Amount accounted for.	Balance which remains unaccounted for.
Pay of the army and subsistence of officers	$941,265 16	$830,051 82	$111,213 34
Clothing for servants of officers	17,143 03	15,993 77	1,149 26
Forage of the army	38,476 31	36,187 89	2,288 42
Purchasing department	154,200 86	134,301 03	19,899 83
Bounties, &c.	2,870 09	2,240 59	629 50
Expenses of recruiting	15,574 51	13,666 52	1,907 99
Contingencies of the army	5,840 24	2,957 75	2,882 49
Medical and hospital department	28,659 01	24,792 11	3,866 90
Payments in lieu of clothing	32,471 10	21,023 77	11,447 33
Pay and subsistence of officers, &c. at West Point	143,641 00	143,641 00	
Forage for do do	1,736 00	1,736 00	
Clothing for servants do	485 25	485 25	
Arrearages prior to 1817	157 00	157 00	
Arming and equipping the militia	123,635 97	112,592 99	11,042 98
Ordnance	70,707 05	69,217 32	1,489 73
Armories	253,197 42	225,572 06	27,625 36
Arsenals	98,361 04	60,880 71	37,480 33
Armament of fortifications	106,449 22	91,566 01	14,883 21
New arsenal at Springfield armory	2,400 00	2,172 43	227 57
Additional machinery and fixtures at Springfield armory	2,800 00	- -	2,800 00
Payment of improvements, act June 28, 1834	134,010 08	38,991 67	95,018 41
Forging shop, tilt hammer, &c. at Harper's Ferry armory	2,000 00	2,000 00	
Erecting storehouses, &c. at do	3,000 00	- -	3,000 00
Publication of new system of discipline and tactics	1,920 00	1,920 00	
Paying the militia of Illinois, &c.	3,081 79	1,081 79	2,000 00
Contingencies of Indian department	7,336 92	6,911 05	425 87
Pay of Indian agents	11,199 32	10,824 32	375 00
Pay of sub-agents	5,014 83	2,538 68	2,476 15
Presents to Indians	4,823 42	1,283 92	3,539 50
Pay of interpreters	5,205 00	3,305 60	1,899 40
Building houses for agents	179 88	179 88	
Pay of gun and blacksmiths, &c.	1,739 00	1,499 00	240 00
Purchase of iron, steel, &c	161 37	161 37	
Transportation and distribution of annuities	344 00	344 00	
Provisions at the distribution of annuities	3,867 51	1,726 86	2,140 65
Civilization of Indians	5,025 83	5,025 83	
Annuities, per act May 26, 1824	37 49	37 49	
Annuities, per act July 14, 1832	141 00	141 00	
Annuities, per act March 3, 1835	366,150 99	260,326 23	105,824 76
Transportation of annuities and agricultural implements, &c.	1,141 41	705 95	435 46
Blacksmiths' establishments, &c.	20,971 95	4,827 94	16,144 01
Treaty stipulations, &c.	11,817 50	578 64	11,238 86

STATEMENT B—Continued.

HEADS OF EXPENDITURE.	Requisitions issued from Jan. 1, to Sept. 30, 1835.	Amount accounted for.	Balance which remains unaccounted for.
Transportation and incidental expenses, act June 28, 1834	$99 75	$99 75	
To replace Chickasaw annuity stolen	1,000 00	-	$1,000 00
Exchange of lands with Indians, &c. reappropriated March 2, 1833	9,226 51	7,856 51	1,370 00
Removal and subsistence of Indians, &c.	164,488 80	69,714 30	94,774 50
Treaty with Choctaws, October, 1820, reappropriated March 2, 1833	16,003 43	-	16,003 43
Treaty with Pottawatamies of Wabash, &c. per act March 2, 1833	6,513 43	6,513 43	
Treaty with do. of Prairie, &c. do do	18 00	18 00	
Treaty with Menominies do do	2,200 00	-	2,200 00
Treaty with Senecas, &c. do do	581 17	581 17	
Treaty with Winnebagoes, &c. do do	3 05	3 05	
Cherokee schools, under treaty of February 27, 1819	1,207 50	1,207 50	
Fulfilling the 5th article of treaty with the Pottawatamies of Wabash, act March 3, 1835	7,694 25	7,694 25	
Holding treaties with Caddoes, in Louisiana and Arkansas, act March 3, 1835	5,000 00	4,999 70	30
Holding treaties with Caddoes and Camanches, and other tribes, act March 3, 1835	10,000 00	8,212 87	1,787 13
Expenses of commissioners to treat with Indians west, act June 26, 1834	3,984 48	3,984 48	
Running lines, act June 28, 1834	1,418 11	1,418 11	
Treaty with Quapaws, &c. act June 28, 1834	178 91	178 91	
Treaty with Pawnees, &c. act June 28, 1834	46 25	46 25	
Locating reservations, &c. act June 26, 1834	4,469 55	4,469 55	
Repressing Indian hostilities on western frontier, act March 2, 1833	500 00	160 00	340 00
Locating reservations, act June 28, 1834	3,654 32	3,654 32	
Treaty recently ratified with Pottawatamies, act March 3, 1835	5,469 00	5,469 00	
Expenses of negotiating with Cherokees for their lands in Georgia, Alabama, North Carolina, and Tennessee, act March 3, 1835	10,659 50	7,659 50	3,000 00
Expenses of conducting Chicago treaty	1,000 00	1,000 00	
Treaty of Chicago, September 26, 1833, act March 3, 1835	371,610 92	355,610 92	16,000 00
Blankets, rifles, and transportation, act June 26, 1834	376 86	376 86	
Proceeds of 54 sections of land for use of Choctaw schools	722 50	722 50	
Defence of the frontiers, &c.	8,782 88	8,782 88	
Relief of sundry citizens of the United States who have lost property by depredation of certain Indians, act June 30, 1834	9,682 50	9,682 50	
To repay Wm. Marshall, act March 3, 1835	1,444 25	1,444 25	
Refunding to Captain W. R. Jouett, act March 3, 1835	642 37	642 37	
Relief of Colonel John Litzendorfer, act February 6, 1835	1,749 87	1,749 87	
Relief of legal representatives of Jas. Brown, act June 30, 1834	197 60	197 60	
Payment of claims, act June 26, 1834	100 00	100 00	
Payment of claims, act June 28, 1834	2,161 22	2,161 22	

STATEMENT B—Continued.

HEADS OF EXPENDITURE.	Requisitions issued from Jan. 1, to Sept. 30, 1835.	Amount accounted for.	Balance which remains unaccounted for.
Relief of Doctor John Urquhart, act June 30, 1834	$450 00	$450 00	
Payment of the claims of the citizens of Georgia under the 4th article of treaty with Creeks, January 8, 1821, act June 30, 1824	141,055 91	141,055 91	
Education of Indian youth	28,077 30	28,036 78	$40 52
Treaty, transportation, contingencies, and incidental expenses	11,608 12	9,740 13	1,867 99
Compensation to General W. Scott, author, compiler, &c. act March 3, 1835	5,000 00	5,000 00	
Total	3,468,317 86	2,834,341 68	633,976 18

RCAPITULATION.

Amount of requisitions issued in the first three quarters of 1835	$3,468,317 86
Amount accounted for by agents and disbursing officers	2,834,341 68
Balance unaccounted for on the requisitions issued	$630,976 18

TREASURY DEPARTMENT,
Second Auditor's Office, December 1, 1835.

W. B. LEWIS.

No. 15.

REPORT OF THE THIRD AUDITOR.

TREASURY DEPARTMENT,
Third Auditor's Office, November 23, 1835.

SIR: In the further compliance with your letter of the 4th September last, I have the honor now to hand to you statements in duplicate, exhibiting the amount of requisitions issued under each head of appropriation from the 1st October, 1833, to the 30th September, 1834, inclusive, and from the 1st of January to the 30th September, 1835; the amount of the accounts, under the respective appropriations, of the agents and disbursing officers in whose favor said requisitions were issued, which have been rendered for settlement; and the amount which has been settled, and the amount which remains to be settled, in this office.

And, in reference to that portion of your letter of the above date, requiring statements of the accounts that have been settled under the provisions of the act for the prompt settlement of public accounts, and for the punishment of the crime of perjury, passed the 1st of March, 1823, I have the honor to state, there does not appear to have been any in this office since the 7th November, 1834, the date of my last return under the provisions of the act aforesaid.

I have the honor to be,
With great respect,
PETER HAGNER, *Auditor.*

Hon. LEWIS CASS,
Secretary of War.

A.

STATEMENT of the amount of requisitions issued under each head of appropriation from the 1st of October, 1833, to the 30th of September, 1834, and from the 1st of January to the 30th of September, 1835, inclusive, and the amount of the accounts under the respective appropriations of the agents and disbursing officers in whose favor said requisitions were issued, which have been rendered for settlement, and the amount which has been settled, and the amount which remains to be settled, viz.

	Amount of requisitions drawn under each head of appropriation from 1st October, 1833, to 30th September, 1834.	Amount of requisitions drawn under each head of appropriation from 1st January to 30th September, 1835.	Amount advanced from 1st October, 1833, to 30th September, 1834.	Amount advanced from 1st January to the 30th September, 1835.	Am't accounted for out of advances made from 1st October, 1833, to 30th September, 1834.	Am't accounted for out of advances made from 1st January to 30th September, 1835.
Quartermaster's department	$362,769 58	$338,174 18	$362,589 53	$338,130 69	$346,466 97	$159,786 04
Subsistence of the army	348,380 65	285,403 02	324,789 32	274,915 52	279,889 16	129,131 77
Revolutionary pensions	773,273 53	385 932 00	773,273 53	385,932 00	651,433 87	107,269 42
Invalid pensions	243,063 04	100,044 00	243,063 04	100,044 00	179,132 36	47,526 98
Pensions, per act of 7th June, 1832	3,732,419 00	1,280,820 05	3,732,419 00	1,280,820 05	3,451,273 82	554,364 00
Half pay pensions to widows and orphans	3,680 49	3,409 27				
For Fort Calhoun	73,055 69	54,700 00	73,055 69	54,700 00	65,201 80	51,915 42
For Fort Monroe	37,991 96	-	37,991 96	-	31,921 87	
For Fort Mobile point	25,000 00	790 65	25,000 00	709 65	22,136 71	284 89
For completion of the fort at Oak island	11,500 00	1,410 00	11,500 00	1,410 00	11,222 15	1,308 76
For Fort Adams	107,680 00	5,000 00	107,680 00	5,000 00	107,680 00	3,616 98
For completion of Fort Macon	8,219 79	-	8,219 79	-	8,219 79	
For repairs and contingencies of fortifications	10,773 32	4,884 81	10,773 32	4,662 21	10,721 48	3,630 98
For fortifications at Charleston, South Carolina	47,189 59	2,382 00	47,189 59	2,382 00	47,189 59	2,382 00
For fortifications at Pensacola	45,649 50		45,649 50	-	45,649 50	
For fortifications at Cockspur island, Georgia	78,800 00	3,000 00	78,800 00	3,000 00	78,000 00	3,000 00
For Fort Independence and Castle island	-	17,594 00	-	17,594 00	-	10,617 34
For fort on George's island, collecting the materials of	24,100 00	85,000 00	24,100 00	85,000 00	24,100 00	64,196 76
For Fort Columbus and Castle William	23,000 00	17,000 00	23,000 00	17,000 00	23,000 00	16,869 55
For Fort Marion, at St Augustine	13,000 00	-	12,600 00	-	6,021 21	

For Fort Marion, at St Augustine	13,000 00	-	12,600 00	-	8,021 91	
For fort on Throg's point, East river, New York	25,600 00	38,443 38	25,600 00	38,443 38	25,600 00	28,263 52
For rebuilding Fort Delaware	39,000 00	45,000 00	39,000 00	45,000 00	39,000 00	22,414 79
For fort on Foster's bank, Pensacola harbor	37,900 00	-	37,900 00	-	37,900 00	
For fort on Grande Terre, Barrataria, Louisiana	25,000 00	-	25,000 00	-	18,129 80	
For roads and canals	28,836 53	16,809 06	28,052 53	16,099 56	26,460 38	8,989 27
For a road from Detroit to Chicago	7,500 00	5,401 18	7,500 00	5,401 18	7,500 00	2,321 83
For the continuation of the Cumberland road through Indiana	104,173 00	191,560 00	104,125 00	191,560 00	98,911 76	103,186 71
For removing obstructions at the mouth of Ashtabula creek	1,865 04	3,241 02	1,865 04	3,241 02	1,865 04	241 02
For removing obstructions at the mouth of Grand river	27 10	9,701 11	27 10	9,701 11	27 10	3,698 59
For building a pier at the mouth of Buffalo creek	15,500 00	12,730 84	15,500 00	12,730 84	15,500 00	4,266 70
For laying out a road from Detroit to Saganaw river, &c.	15 424 69	5,575 31	15,424 69	5,575 31	15,424 69	
For building piers and mole at the mouth of Oswego harbor	7,162 00	8,500 00	7,162 00	8,500 00	7,162 00	8,500 00
For improving the harbor at the mouth of Paseagoula river, &c.	5,000 00	-	5,000 00	-	4,762 72	
For arrearages prior to July 1, 1815	4,303 20	2,641 50				
For the military road in Maine	3,000 00	-	3,000 00	-	3,000 00	
For removing obstructions at the mouth of Black river	3,319 40	5,022 68	3,319 40	5,022 68	3,314 73	2,094 76
For improving the Red river	33,200 00	40,249 00	33,200 00	40,000 00	33,200 00	40,000 00
For improving the harbor of Cleaveland	4,288 80	8,547 99	4,288 80	8,547 99	4,218 90	318 18
For completing the removal of obstructions at the mouth of Huron river	1,015 64	2,062 46	1,015 64	2,062 46	1,015 64	1,787 01
For completing a pier at La Plaisanee bay	4,895 00	-	4,895 00	-	4,598 11	
For completing the barraeks and quarters at Fort Crawford	12 00	-	12 00	-	12 00	
For repairing a pier on the eastern side of the channel at the entrance of Kennebunk river	3,000 00	4,000 00	3,000 00	4,000 00	3,000 00	1,285 38
For the improvement of the Genesee river	13,500 00	2,390 00	13,500 00	2,390 00	13,500 00	2,390 00
For the erection of a breakwater near the mouth of Delaware bay	167,144 00	22,128 26	167,144 00	22,128 26	167,144 00	
For improving the navigation of Cape Fear river	20,951 00	5,950 00	20,951 00	5,950 00	20,951 00	4,652 82
For improving the navigation of Conneaut creek, &c.	664 48	-	664 48	-	664 48	
For improving the harbor of St. Mark's	4,500 00	-	4,500 00	-	4,500 00	
For the expenses of the Board of Visiters	2,000 00	2,000 00	2,000 00	2,000 00	2,000 00	2,000 00
For the construction of the Cumberland road west of Zanesville	202,419 22	241,400 00	202,419 22	241,142 24	202,419 22	206,160 46
For the ransom of American captives	70 00					
For fuel, stationery, transportation, &c. for the Military Academy	5,618 00	4,982 00	5,618 00	4,982 00	5,618 00	

STATEMENT A—Continued

	Amount of requisitions drawn under each head of appropriation from 1st October, 1833, to 30th September, 1834.	Amount of requisitions drawn under each head of appropriation from 1st January to 30th September, 1835.	Amount advanced from 1st October, 1833, to 30th September, 1834.	Amount advanced from 1st January to the 30th September, 1835.	Am't accounted for out of advances made from 1st October, 1833, to 30th September, 1834.	Am't accounted for out of advances made from 1st January to 30th September, 1835.
For repairs and improvements of buildings at the Military Academy	$1,805 00	$3,264 00	$1,805 00	$3,264 00	$1,805 00	$1,265 74
For the hire of quartermaster's and adjutant's clerks	900 00	450 00	900 00	450 00	900 00	450 00
For the increase of the library, subscriptions, &c. to journals, &c. &c.	608 00	436 00	608 00	436 00	608 00	22 47
For philosophical apparatus for the Military Academy	739 00	292 00	739 00	292 00	413 68	
For models and books on architecture for the engineer department	700 00	300 00	700 00	300 00		
For miscellaneous items, Military Academy	1,223 00	779 00	1,223 00	779,00	1,223 00	543 59
For improving the harbors of Newcastle, Marcus Hook, &c. &c.	2,050 00	11,033 00	2,050 00	11,033 00	2,050 00	7,672 23
For completing the breakwater at Hyannis harbor	4,165 00	7,730 00	4,165 00	7,730 00	4,165 00	3,203 43
For the preservation of Plymouth beach, Massachusetts	1,500 00	700 00	1,500 00	700 00	1,500 00	565 39
For opening and grading the Cumberland road in Illinois	38,825 00	82,000 00	38,325 00	82,000 00	35,532 63	32,789 72
For completing the improvements of the harbor of Presqu' Isle, &c.	-	3,045 00	-	3,045 00		
For securing and completing the works at the harbor of Dunkirk	3,000 05	9,570 16	3,000 00	9,570 16	3,000 00	3,298 83
For the completion of the sea-wall for the protection of Deer island	17,980 00	-	17,980 00	-	17,582 61	
For the improvement of the Ohio and Mississippi rivers from Pittsburg to New Orleans	10,300 00	-	10,300 00	-	10,300 00	
For transportation of officers' baggage	51,720 90	37,133 21	51,720 90	37,133 21	47,797 14	17,918 89
For transportation of the army	130,642 61	123,307 30	130,510 86	123,286 30	117,758 21	95,589 16
For reconstruction of outbuildings at the Military Academy	1,081 50	-	1,081 50	-	981 59	
For the [illegible] of Indians and other States, per act June 15, 1832	4,242 76	89 00	4,231 26	89 00	3,926 60	

1832	4,242 76	20 00	4,234 26	20 00	2,096 09	20 00
For improving the Ohio, Missouri, and Mississippi rivers	63,830 40	-	63,830 40	-	63,830 40	
For repairs of the Cumberland road east of Ohio	108,961 58	383,951 55	108,961 58	383,951 55	108,961 58	104,028 76
For the improvement of Ocracock inlet	15,800 00	8,500 00	15,800 00	8,500 00	15,800 00	8,138 72
For removing obstructions at Big Sodus bay	12,600 00	10,790 00	12,600 00	10,790 00	12,600 00	4,420 46
For the work at Black Rock harbor	4,000 00	7,000 00	4,000 00	7,000 00	1,371 47	52 27
For the improvement of the Arkansas river	681 64	-	681 64			
For the improvement of the Cumberland river	13,500 00	11,500 00	13,500 00	11,500 00	13,500 00	11,500 00
For the repair of the Little Rock and Memphis roads from Little Rock to the river St. Francis	16 54	5,000 00	16 54	5,000 00	16 54	2,110 16
For barracks, quarters, store-houses, and for the purchase of a site near New Orleans	90,000 00	61,230 74	90,000 00	61,230 74	89,401 40	32,126 38
For survey of a road from Detroit to Grand river	15,000 00	25,000 00	15,000 00	25,000 00	14,050 53	
For a road from La Plaisance bay to the Chicago road	21,019 34	5,000 00	21,019 34	5,000 00	17,573 68	
For repairing the military road between St. Augustine and Tallahassee	34 28	-	34 28	-	22 64	
For a road from Fort Howard, at Green Bay, to Fort Crawford, on the Mississippi	169 50	-	169 50	-	169 50	
For the construction of a wharf at Fort Preble, Portland, Maine	3,570 00	-	3,570 00	-	3,570 00	
For completing barracks at Baton Rouge	13,500 00	-	13,500 00	-	12,790 47	
For the erection of a store-house and stable at Pittsburg	1,390 00	-	1,390 00	-	1,371 47	
For removing obstructions and improving the navigation of the Escambia river	2,000 00	-	2,000 00	-	2,000 00	
For improving the harbor of Chicago, on Lake Michigan	31,724 00	37,770 91	31,724 00	37,770 91	31,724 00	25,438 76
For paying the balance due the commissioners for surveying the road from La Plaisance bay to intersect the road to Chicago	-	268 55	-	268 55	-	268 55
For completing the removal of obstructions in the harbor and river of Appalachieola	3,700 00	-	3,700 00	-	3,542 03	
For repairs of the Cumberland road in Virginia	4,440 00	-	4,440 00	-	3,863 05	
For laying out and constructing a road from Line creek to Chattahoochie, &c.	10,040 00	-	10,040 00	-	10,040 00	
For pay and subsistence and other expenses of mounted rangers, per act 14th July, 1832	928 14	-	928 14	-	928 14	
For the payment of the claim of the State of Missouri, services of militia in 1829, per act 2d March, 1831	290 01	-	290 01	-	290 01	
For the more perfect defence of the frontiers, per act 2d March, 1833	137,791 47	697 04	137,791 47	697 04	112,340 00	697 04
For improving the navigation of the Choctawhatchie river	2,500 00	-	2,500 00	-	2,492 24	
For the erection of new barracks at Mackinac	414 47	-	414 47	-	261 44	

STATEMENT A—Continued.

	Amount of requisitions drawn under each head of appropriation, from 1st October, 1833, to 30th September, 1834.	Amount of requisitions drawn under each head of appropriation, from 1st January to 30th September, 1835.	Amount advanced from 1st October, 1833, to 30th September, 1834.	Amount advanced from 1st January to the 30th September, 1835.	Am't accounted for out of advances made from 1st October, 1833, to 30th September, 1834.	Am't accounted for out of advances made from 1st January to 30th September, 1835.
For opening a road from St. Mary's river to Tampa bay	$ 837 53	-	$ 837 53	-	$ 214 03	
For removing obstructions in Savannah river, below the city of Savannah	16,000 00	$21,356 94	16,000 00	$21,356 94	16,000 00	$20,223 30
For the expenses of taking the observations relating to the northern boundary line, State of Ohio	7,500 00	-	7,500 00	-	7,500 00	
For the erection of a building, &c. for the military and other exercises, Military Academy	7,000 00	8,000 00	7,000 00	8,000 00	2,974 91	
For the erection of a chapel at the Military Academy	5,000 00	-	5,000 00	-	5,000 00	
For the purchase of a site, and erecting quarters and barracks at Savannah, Geo.	35,000 00	-	35,000 00	-	35,000 00	
For the purchase of ground at Key West on which the barracks are erected	2,152 89	-	2,152 89	-	2,152 89	
For the payment of a balance due the commissioners for marking out a road to the confines of New Mexico	1,497 54	-	1,497 54	-	1,497 54	
For defraying the expenses of repressing the hostilities of the Indians on the western frontiers	5,000 00	809 30	5,000 00	809 30	2,946 93	809 30
For carrying on the works at Green Bay, Michigan Territory	5,000 00	-	5,000 00	-	4,127 11	
For carrying on the works at Savannah, Georgia	20,500 00	1,049 45	20,500 00	1,049 45	20,500 00	1,049 45
For repairs and alterations of the barracks and quarters at Baton Rouge	6,500 00	-	6,500 00	-	6,500 00	
For erecting officers' quarters at Fort Severn, Annapolis	2,000 00	-	2,000 00	-	2,000 00	
For payment of a balance due Major P. H. Perrault	2 84					
For the purchase of land adjoining Fort Sullivan	3,300 00	-	3,300 00	-	3,300 00	
For models for the drawing department of the Military Academy	783 00	590 00	783 00	590 00	172 48	
For mineralogy, artillery, and sword exercises	565 00	700 00	565 00	700 00	565 00	40 02

For securing the works at Presqu'isle	11,000 00	12,000 00	11,000 00	12,000 00	11,000 00	5,215 93
For the construction of a road from the Mississippi to William Strong's, on the St. Francis river	22,000 00	20,000 00	22,000 00	20,000 00	20,641 41	
For opening and constructing the Territorial road between Port Lawrence and Adrian	5,000 00	-	5,000 00	-	5,000 00	
For opening and bridging and constructing a Territorial road from Vistula, westwardly, to the Indiana State line, direction of Chicago	5,000 00	5,000 00	5,000 00	5,000 00	5,000 00	3,366 18
For a beacon-light on the pier at Cunningham harbor, Ohio	2,000 00	-	2,000 00	-	2,000 00	
For a beacon-light on the pier at Conneaut river, Ohio	1,000 00	30 00	1,000 00	30 00	1,000 00	30 00
For a road to be cut out from the northern boundary of the Territory of Florida to the town of Appalachicola	2,500 00	500 00	2,500 00	500 00		
For a survey of the east pass into Appalachicola bay and river	500 00	-	500 00	-	500 00	
For the payment of a balance due the representatives of Samuel Babcock	146 23					
For repairs and completion of the breakwater at the mouth of Merrimack river	2,500 00	3,000 00	2,500 00	3,000 00	2,500 00	2,475 62
For the improvement of the navigation of the Hudson river, N. Y.	-	69,018 37	-	69,084 37	-	55,142 53
For the payment of a balance due Gordon Trumbull	-	262 16	-	262 16	-	262 16
For the payment of arrearages due the contractors on the Cumberland road	-	60 75				
For the road from Detroit to Fort Gratiot	-	3,000 00	-	3,000 00	-	2,482 80
For improving the harbor at mouth of the river Raisin	-	14,700 00	-	14,700 00	-	1,554 51
For clearing out the Ocklawaha river, from the St. John's to Glassal's spring, near Camp King	-	2,000 00	-	2,000 00		
For removing obstructions in the Chipola river, in Florida	-	1,000 00	-	1,000 00		
For opening a road from the head of Pensacola bay, by Pittman's ferry, on the Chattahoochie river	-	1,000 00	-	1,000 00	-	1,000 00
For the Ohio, (below the falls,) Missouri, and Mississippi rivers	-	29,000 00	-	29,000 00		
For the Ohio river, between Pittsburg and the falls	-	50,000 00	-	50,000 00		
For the payment of the balance of the salary due Valentine Giesey, &c.	-	862 87				
For repairing the military road from Pensacola to Tallahassee, and thence to St. Augustine	-	7,000 00	-	7,000 00	-	1,909 86
For payment of Josiah Frost for work on the Cumberland road	-	320 00				
For the erection of store-houses for the Subsistence and Quartermaster's departments	300 30	-	300 30	-	211 15	

STATEMENT A—Continued.

	Amount of requisitions drawn under each head of appropriation, from 1st October, 1833, to 30th September, 1834.	Amount of requisitions drawn under each head of appropriation, from 1st January to 30th September, 1835.	Amount advanced from 1st October, 1833, to 30th September, 1834.	Amount advanced from 1st January to the 30th September, 1835.	Am't accounted for out of advances made from 1st October, 1833, to 30th September, 1834.	Am't accounted for out of advances made from 1st January to 30th September, 1835.
For barracks, quarters, store-houses, &c.	$1,811 53	-	$1,811 53			
For deepening the channel between the St. John's and St. Mary's rivers	-	$5,500 00	-	$5,500 00	-	$2,635 93
For temporary repairs of barracks at Fort Gibson	-	5,000 00	-	5,000 00		
For rebuilding the monument on Steele's ledge, Penobscot bay	-	4,134 00	-	4,134 00		
For opening a road from Helena, in Arkansas, to the mouth of Cache river	-	10,000 00	-	10,000 00	-	340 14
For opening and constructing the Territorial road between Sheldon's, on the Chicago road, to the river St. Joseph's	-	10,000 00	-	10,000 00		
For opening the Territorial road from the village of Clinton, on the Chicago road, through the county of Jackson, to the rapids of Grand river	-	4,000 00	-	4,000 00		
For the removal of the light-house near the north end of Goat island, to a point north of its present site	-	1,000 00	-	1,000 00	-	171 96
For a beacon-light on the piers at the mouth of Genesee river	-	7,750 00	-	7,750 00	-	2,930 31
For a light-house or beacon-light on one of the piers at the harbor of Oswego, on Lake Ontario	-	8,611 00	-	8,611 00	-	5,711 16
For rebuilding the light-house on Brandywine shoals, bay of Delaware	-	550 00	-	550 00	-	34 42
For a beacon-light on a proper site for Huron river	-	2,600 00	-	2,600 00		
For making and opening a road from Columbia to Little Rock, Arkansas	-	620 15	-	620 15	-	620 15
For pensions, per act of 15th May, 1828	-	76,661 09	-	75,672 00	-	22,920 88
For completing improvements in the harbor of Mobile	-	28,472 15	-	28,472 15	-	16,642 61

For the further protection and preservation of the beach of Provincetown harbor - - - - -	-	4,524 35	-	4,524 35	-	4,524 35	
For filling up with stone the pier or breakwater at Dunkirk harbor - - - - - -	-	1,418 27	-	1,418 27			
For an act for the relief of officers and men in the Seminole campaign - - - - - -	95 70						
For an act for the relief of Michigan volunteers - -	251 12	3,484 00					
Do Farrish Carter, 2 March, 1833	8,247 84	-	8,247 84	-	$8,247 84		
Do Certain invalid pensioners, 2d of March, 1833 - -	3,536 52	156 80	3,536 52	156 80	3,536 52	156 80	
Do J. M. Harper, 26th February, 1834 - - -	44 25						
Do John Kimberlin, 24th March, 1834 - - -	150 00						
Do Whitford Gill, 1 May, 1834 -	750 00						
Do Samuel Thompson, 15 April, 1834 - - -	158 65						
Do Benjamin Sherfey, 26 February, 1834 - - -	96 00						
Do Peleg Spencer, 15 April, 1834	253 00						
Do John Bruce, 30 June, 1834 -	6,240 63						
Do the legal representatives of Bolitha Laws, 30 June, 1834 -	8,054 60						
Do Martha Baileys and others, 18 June, 1834 - -	17,626 91						
Do Joel Byington, 26th June, 1834	148 01						
Do Peregrine Gardiner, 25 June, 1834 - - -	150 00						
Do J. C. Hand, 30 June, 1834 -	175 00						
Do Lucy Loomis, 19 June, 1834 -	900 00						
Do Widow and heirs of Capt. Wm. Royall, 30 June, 1834 -	1,200 00	1,200 00					
Do Fran. Suzone, 30 June, 1834 -	-	214 00					
Do Hugh McGinnis, 30 June, 1834	-	685 48					
Do Judith Thomas and David Palmer, 30th June, 1834 -	-	240 00					
Do Thomas Buford, 3d March, 1835 - - -	-	765 75					
Do John J. Avery, 3 March, 1835	-	200 00					
Do Geo. C. Seaton, 3 March, 1835	-	288 00					
Do Legal representatives of Aaron Smith, 3d March, 1835 -	-	80 00					

STATEMENT A—Continued.

	Amount of requisitions drawn under each head of appropriation, from 1st October, 1833, to 30th September, 1834.	Amount of requisitions drawn under each head of appropriation, from 1st January to 30th September, 1835.	Amount advanced from 1st October, 1833, to 30th September, 1834.	Amount advanced from 1st January to the 30th September, 1835.	Am't accounted for out of advances made from 1st October, 1833, to 30th September, 1834.	Am't accounted for out of advances made from 1st January to 30th September, 1835.
An act for the relief of Samuel Butler, 3 March, 1835	-	$180 00				
Do Thomas Clemmons, 3 March, 1835 - - -	-	153 24				
Do liquidating and paying certain claims of the State of Virginia, 5 July, 1832	-	7,746 06				
	$7,810,986 11	$4,538,172 41	$7,740,851 83	$4,502,661 55	$7,104,469 73	$2,102,842 83

SUMMARY.

Amount advanced from the 1st October, 1833, to 30th September, 1834 - - - - - -	$7,740,851 83	
Amount advanced from the 1st January to 30th September, 1835 - - - - - -	4,502,661 55	
		$12,243,513 38
Amount of accounts settled of advances made from the 1st October, 1833, to 30th September, 1834 - - -	$7,104,469 73	
Amount unsettled - - - - - - - - - - - -	636,382 10	
	7,740,851 83	
Amount of accounts rendered, and such as have been settled of advances made, from 1st January to 30th September, 1835 - - - - - - - - - -	$2,102,842 83	
Amount unsettled - - - - - - - - - -	2,399,818 72	
	4,502,661 55	
		$12,243,513 38

TREASURY DEPARTMENT,
Third Auditor's Office, November 23, 1835.

PETER HAGNER, *Auditor.*

REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
December 5, 1835.

To the PRESIDENT OF THE UNITED STATES:

SIR: In presenting to your consideration the condition of our navy for the past year, it affords me great satisfaction to state that all the available means for its improvement have been successfully applied, and that its operations in protecting our commerce, although inadequate to the exigencies of that great and growing interest, have been highly honorable to the officers serving upon our naval stations at home and abroad.

Since my report of the 29th November, 1834, the ship of the line North Carolina has been thoroughly repaired in her hull, has been lately taken out of dock, and may be fitted for sea in eighty days.

The repairs of the ship of the line Independence, now in dock at Boston, have been commenced, and are progressing with great despatch. The frigates Constitution and Constellation have been equipped and sent to sea. The frigate United States has been prepared, and is ready for the reception of a crew. The hull of the frigate Columbia, at Washington, has been so nearly completed under the law for the gradual improvement of the navy, that she may be launched in the course of this month. The sloops of war Peacock and Vandalia have been equipped and sent to sea. The sloop of war Warren is taking in her crew, and will sail in a few days. The sloops of war Concord and Boston have been prepared, and are ready for the reception of their crews; and the Lexington will be equally prepared in a few weeks.

The repairs of the sloops of war Falmouth and Natchez, and of the schooner Grampus, have been recently commenced, and it is believed that in a few weeks they may be ready for the reception of their crews.

The building of a store-ship, authorized by a law of the 30th of June, 1834, has been commenced at Philadelphia, and a steam vessel has been commenced at New York, but will not be ready for service until some time in the summer of 1836.

The ships of the line Alabama, Vermont, Virginia, Pennsylvania, New York, and the frigates Santee, Cumberland, Sabine, Savannah, Raritan, and St. Lawrence, are on the stocks, well protected from the weather, and as nearly completed as it is proper they should be, until it is determined to launch them.

For a more detailed statement of the condition of those vessels, as well as that of the ships of the line Franklin, Washington, Columbus, and Ohio, and their means of repair, I beg leave to refer to a report of the Commis-

sioners of the Navy Board, herewith submitted, marked K; and for the amount of timber, iron, and other materials procured for the gradual improvement of the navy, I refer to their report, marked L.

The ship of the line Delaware, the frigate Potomac, the sloop John Adams and the schooner Shark, have been employed in the Mediterranean during the last year. The frigate Constitution sailed for that station on the 19th of August last from New York. The frigate United States returned from the Mediteranean on the 10th of December last. The Delaware is ordered to the United States, and is daily expected.

On the West India station the sloops of war Vandalia, St. Louis, and Falmouth, and the schooners Grampus and Experiment, have been employed. The Vandalia, after undergoing considerable repairs, sailed from Norfolk on the 14th of January last, to resume her station in the West Indies. The Falmouth returned from that station on the 1st of August last, and is now at Norfolk; the schooner Experiment, also returned from that station in April last, and has been employed on the survey of the coast. The Grampus returned to Norfolk on the 23d of September last, is undergoing repairs, and will soon resume her station in the West India squadron. The frigate Constellation sailed for the West Indies on the 8th of October last from Norfolk.

The sloops of war Natchez, Erie, and Ontario, and the shooner Enterprise, composed the squadron on the Brazil station. The Natchez has lately returned to the United States, having arrived at New York on the 3d of October. The schooner Enterprise has been detached from that station, and ordered on a cruise to the East Indies; she sailed in company with the sloop Peacock from Rio on the 12th of July last, the Peacock having sailed from New York for that station on the 23d of April; in June last, the Ontario was ordered to the coast of Africa, with instructions to visit the island of St. Thomas, Bassa Cove, Cape Palmas, and Mesurado.

The vessels which have been employed in the Pacific are, the frigate Brandywine, sloops Fairfield and Vincennes, and the schooners Dolphin and Boxer. The Vincennes has been ordered home by the way of the East Indies, and the Fairfield has lately arrived at Norfolk.

The events of the last year furnish much additional evidence that our naval force in commission is not adequate to the protection of our rapidly increasing commerce. The frequent insurrections and revolutions in the Governments of South America and of Mexico endanger our merchant vessels upon the Atlantic as well as Pacific ocean, and in the Gulf of Mexico, and even upon our own coast.

Influenced by a knowledge of these circumstances, and in accordance with your suggestions, I have asked and obtained from the Board of Navy Commissioners an estimate of the increased annual expense of adding two frigates, three sloops of war, and four steam vessels to our force now in commission, to be employed upon foreign stations as well as upon our own coast.

By their report it appears that such an addition to our vessels in commission would require annually an appropriation of four hundred and seventy eight thousand dollars; but as not more than one steam vessel can be finished in the next year, the appropriation wanted for 1836 for this purpose need not exceed four hundred and thirty-four thousand dollars. The sum is small compared with the benefits that may be fairly calculated to result from its expenditure in affording protection to our commerce, independent-

ly of the advantage to the efficiency and discipline of our navy, by calling into active service a large number of officers now unemployed.

A large portion of the entire expediture for the additional force proposed must be incurred, even if it should not be called into service.

The vessels necessary for such increase of force (except the steam vessels) will, if not so employed, remain at our wharves, affording no benefit to the country, and suffering more from decay than they would do if at sea; and a large portion of the officers necessary for their command, although earnestly asking for service, will remain on shore, receiving pay, but performing no duty; adding nothing to their professional skill, but losing their habits of discipline, which can only be preserved by constant exercise.

Should the proposed increase of force be sanctioned by Congress, we shall have in commission, in the year 1836, one ship of the line, six frigates, fourteen sloops of war, five schooners, and one steam vessel, with an addition of three steam vessels in succeeding years, as soon as the same can be prepared, the estimated expense of which appears by the report of the commissioners, marked D 1.

Appropriations for the gradual improvement of our navy yards are next in importance to the like appropriations for the gradual improvement of our navy. The necessity of more ample means for protecting our shipping, as well as the immense amount of public property in the different yards, must be apparent to every one who is acquainted with the subject; and the expediency of increasing the facilities for constructing and repairing our ships is not less apparent. Moderate appropriations, in addition to those that are usual, for three or four years, would accomplish these important objects. In accordance with this view of the subject, I submit a letter of the Board of Navy Commissioners, marked No. 2, together with an estimate, marked E 1. of the probable cost of the proposed improvements, which amounts to three millions five hundred thousand dollars, including that of the dry dock at New York, amounting to nine hundred thousand dollars.

A national foundry for the purpose of casting cannon, shot, and shells, as well for the army as the navy, was a subject of discussion before the two Houses of Congress at their late session, but was postponed in consequence of the shortness of the session and the pressure of more urgent business. No doubt can be entertained of the importance of such an establishment, when we consider the great improvements made in the fabrication of small arms at the different armories of the United States.

In our future wars, especially on the ocean, we must rely much upon the excellence of our cannon. The bursting of a single gun may cause, as it often has done, the loss of a battle. The disasters from this cause, that occurred during the revolutionary as well as the late war, admonish us to guard against like disasters in future, which, it is believed, may be avoided by the means proposed.

It is only by a long series of experiments, and those attended with great expense, that we can hope to discover the best material for making cannon which our country affords, and the art of fabricating them with the most perfect accuracy and efficiency. Believing that such discoveries and improvements are attainable, and that they would be highly important in the army, and still more so in the navy, I must be permitted to express a hope that the subject will be revived at the approaching session of Congress, and that a plan of a national foundry will be adopted.

The importance of rearing a body of seamen by enlisting into the service of our navy, boys over the age of thirteen and under the age of eighteen, until they should arrive at the age of twenty-one years, has already attracted the attention of Congress. At the last session a bill for this purpose was introduced into the Senate. Every year the importance of this measure becomes more apparent. Able seamen are much wanted, while there are boys enough in our cities leading lives of idleness and vice, for want of employment, who, if thus enlisted, under judicious regulations, would, in a few years, afford us a sufficient corps of able seamen to man our navy, and, in the mean time, render services to their country worth their pay.

The compensation to be given, by the late pay bill, to professors of mathematics, is such as to command the services of those who are every way competent to perform the duties of this station. A regulation is adopted to appoint none to this station who shall not receive a certificate of competency, after submitting to a rigid examination by scientific gentlemen who shall be appointed for that purpose. This will be of great advantage to the young officers of the navy; and if a large portion of them should be called into active service, by employing an additional naval force for the protection of our commerce, they will be enabled to perfect themselves in seamanship, the most important part of their education, and which can be acquired only at sea; but to make them accomplished officers, something more is required than can probably be derived from those sources. A knowledge of military tactics, of engineering, and drawing, is deemed indispensable in the education of an officer of the army, and which ought to be deemed equally so in the education of a naval officer. So much of chemistry, mineralogy, geology, and natural history, as is taught at the Military Academy, although not absolutely essential to the military or naval officer, yet is decidedly more important to the latter than to the former.

If provision should be made for the admission of a class of one hundred midshipmen at a time at the academy at West Point, to pursue such studies as should be prescribed by the Navy Department, and to be succeeded at the end of one or two years by another class, all, in their turn, might receive the advantage of this course of studies, highly necessary to their education as accomplished officers of the navy, and at a small expense; as the midshipmen, while at the academy, would receive no more pay than if attending the schools at the navy yards, or if waiting orders.

A national observatory, although not immediately necessary to the defence of our country, is remotely so; and, considered with reference to the bearing it would have upon our navy, our commerce, and scientific pursuits, it assumes an importance worthy the consideration of Congress.

It is hardly to be doubted that we shall at some future period make such an establishment, and I will venture to express an opinion that no time can be more propitious for such an undertaking than the present. It would not be attended with any great expense. It is necessary now to employ an officer of science to keep our maps and charts, to regulate our chronometers, and to preserve all mathematical and philosophical instruments required for the naval service, and buildings are necessary for these purposes.

These duties would properly devolve upon the superintendent of an observatory, and the buildings necessary to such an establishment would be amply sufficient for the preservation of our maps, charts, and instruments.

Under the act concerning naval pensions and the navy pension fund,

ghteen invalid pensions have been granted since my last report, making
ıe number on the roll three hundred and five, and the annual amount re-
ıired to pay them $24,944; and forty-one widows' pensions have been
ranted, making the number on the roll one hundred and fifty, and the an-
ıal amount necessary to pay them $32,594.

The annual charge, therefore, according to the present roll, will amount
$57,538.

It is not probable that all on the list will claim; but as the death of a pen-
ıner is not officially known except when the account is settled by his or
er representative, the number is made out from the rolls in this department.
ıme have not claimed for two, three, four, and five years, but, as they are
ıt known to be dead, their names are still contined on the rolls. The re-
ipts and expenditures on account of the fund, to the 30th September last,
ill be seen in the statement marked M, and the amount and description of
ocks belonging to the fund in the statement marked M 1.

Under the act of the 19th June, 1834, respecting pensions chargeable to
e privateer pension fund, since my last report, six widows have received
re years' pension each, amounting to $2,400; more than five years hav-
g elapsed since the date to which they were last paid. Two invalid pen-
ns have also been granted, making the number on the roll thirty-six, and
e annual amount required to pay them $3,184.

The account of stock, and of receipts and expenditures, will be seen in
ıtement N.

The condition of the navy hospital fund, including receipts and expen-
tures, will appear in statement O. The annual receipts are much greater
an the disbursements; and, as they will probably continue to be greater
r several years, I respectfully repeat the suggestion in my last report, that
ıthority be given to vest the surplus in some well secured stock for the
nefit of the fund.

Under the act of the 30th of June, 1834, the widows of all officers, sea-
en, and marines, who have died in the naval service since the first day of
nuary, 1824, or who may die in said service, by reason of disease con-
ıcted, or of casualties by drowning or otherwise, or of injuries received
ıile in the line of duty, are entitled to pensions equal to half the amount
the pay to which their husbands respectively were entitled at the time of
eir deaths.

The act of the 3d of March last, "to regulate the pay of the navy of the
ıited States," and which increased the pay of many officers, is silent as to
nsions. A difficulty arises in ascertaining the proper amount of pension
be allowed to widows of naval officers whose pay has been increased by
is act. The pay of a captain in command of a squadron was increased
four thousand dollars a year; when on other duty, to three thousand five
ndred dollars; and when off duty, to two thousand five hundred dollars.
corresponding increase of pay is made to other officers.

In the case of a captain dying when in command of a squadron on a
eign station, a question arises whether his widow should receive a pen-
ın to the amount of six hundred dollars a year, to which she would have
en entitled if this act had not passed, or whether she shall receive the half
the amount of pay to which her husband was entitled at the time of his
ath, as a captain commanding a squadron, as a captain on other duty, or
a captain off duty.

After much deliberation, it has been decided to allow a pension in such
ses of $1,135 62 a year, being the half pay of a captain commanding a

squadron, reduced by the amount of $1,728 75, equal to his allowance b fore this act. The salary of four thousand dollars a year to a captain i command of a squadron is in lieu of former pay and emoluments. Thos emoluments, excepting one ration a day, amounted to $1,728 75, whic sum, deducted from $4,000, leaves $2,271 25, the half of which, $1,135 6 is considered as the proper amount of the widow's annual pension.

Questions on pensions more complicated than this may arise under th act, especially in the case of the deaths of surgeons and assistant surgeon whose grades of pay are more numerous than those of captains.

The necessity of an explanatory act, to obviate these difficulties, is r spectfully suggested. By the act of Congress of the 10th July, 1832, it required that any surplus money belonging to the navy pension fund sha be vested in the stock of the Bank of the United States. The amount vested is $619,000, and this Department has no authority to make a d ferent investment of money without the further action of Congress.

Previously to the passing of the act of the 30th of June, 1834, for the be ter organization of the United States marine corps, double rations had bee allowed to the commandant of that corps, and to the officers of the sam commanding at the navy yards at Portsmouth, Boston, New York, Phil delphia, Washington, Norfolk, and Pensacola; and to the senior mari officers in the squadrons in the Mediterranean, the West Indies, the Br zilian coast, and the Pacific ocean, all receiving the sanction of Congre by their appropriations. By this act, the officers of the marine corps are receive the same pay, emoluments, and allowances as are given to office of similar grades in the infantry of the army.

The act of the 16th of March, 1802, fixing the military peace establis ment of the United States, authorizes allowances to the commanding of cers of each separate post of such additional number of rations as the Pre dent of the United States shall from time to time direct.

These provisions of this last act were continued by an act of the 3d March, 1815, fixing the military peace establishment.

The paymaster of the marine corps made payments for double rations officers heretofore receiving the same, from the 1st of July to the 30th September, 1834; but the accounting officers of the Treasury did n think proper to allow the same, inasmuch as the commands of these office had never been designated as separate stations, agreeably to the rule pr scribed for the army. This is a case of difficulty which, it is respectful suggested, requires the interposition of Congress.

Being still of the opinion expressed in my last report, that the public i terests would be promoted by having the marine barracks placed without t navy yards to which they are attached as early as may be practicable, es mates are submitted for purchasing sites and erecting barracks at plac where they are deemed most necessary.

In performance of my duty under the act of the 3d of March last, auth rizing the construction of a dry dock for the naval service in the harbor New York, or its adjacent waters, I proceeded in May last to the city New York, where I was met by an able engineer, Loami Balwin, E whom I had previously engaged to make the soundings and other exar nations necessary to a proper selection of a suitable site. After a long a laborious examination, Mr. Baldwin made his report, which has been s mitted to your consideration, by which it appears that the proposed d dock may be advantageously constructed in the navy yard at Brooklyn.

lection of this place for this purpose is recommended by the considera-
on that the land occupied as the navy yard belongs to the United States,
nd that the public buildings upon it, which are of great value, cannot be
bandoned without serious loss.

One difficulty presented itself, which created some delay in making this
lection; a building for the purpose of distilling turpentine, had been
rected so near to the navy yard as greatly to endanger the public property;
ther buildings for similar purposes, or for purposes equally dangerous,
ight be erected near the yard if not prevented by some act of legislation.
am happy to state that the common council of Brooklyn, when the case
as laid before them, promptly passed an ordinance, which, it is believed,
ill effectually secure the property in the navy yard from the danger of
is nuisance and all similar ones; and it cannot be doubted that the
ommon council of Brooklyn will grant all reasonable protection and ac-
ommodation to this navy yard, and that the State of New York will pro-
ct and promote the interests of the same by any legislative acts that may
e found to be necessary and proper.

I shall therefore proceed under your direction, with as much despatch
s present and future appropriations will permit, to cause the dry dock thus
uthorized by law to be constructed in the navy yard at Brooklyn.

Under the act of the 30th June, 1834, "authorizing the Secretary of the
avy to make experiments for the safety of the steam engine," and appro-
riating $5,000 for that purpose, many proposed improvements have been
ubmitted for the purpose of being tested by experiments. Some of these
ere so easily tested by those having steam engines in operation, that the
d of Government was not needed. Others were attended with greater
fficulty, and could not be tested without the expense of constructing
oilers and other machinery for the purpose. These proposed improve-
ents have not been such as, in my opinion, to warrant a large expendi-
re of money, and no experiments have been made upon them. Such ex-
eriments, however, would have been made, if they could have been so
ade without the expense of constructing engines.

The act seemed particularly to require that the steam engine devised by
enjamin Phillips, of Philadelphia, should be examined and tested, and
at Mr. Phillips should be employed in making the experiments. Mr.
hillips was, therefore, employed to construct a model engine, with boilers
nd other machinery which he deemed necessary for the purpose of testing
s improvements, which he brought to this District, where he remained
veral weeks, making his experiments before many members of the two
ouses of Congress, before the officers of the different departments, and
hers.

I attended very carefully to these experiments, but have not been able to
rceive in them any improvement increasing the safety of the steam engine.
The money paid for Mr. Phillips's machinery, preparations and experi-
ents, amounts to $519 75; the residue of the appropriation remains un-
pended.

The fourth report of Mr. Hassler, superintendent of the coast survey,
on the operations performed in that work between the months of May
nd December, 1835, together with his detailed estimate of the appropri-
ions required for the same for the next year, are herewith submitted,
arked T.

Much work appears to have been done on the secondary triangulation on the topographical operations, and by the sounding parties. That mor has not been done in the primary triangulations is explained in the repor

Of the appropriations heretofore made for this survey, there remained on the 1st day of this month, an unexpended balance of $8,823.

The duties of the sounding parties are performed by the officers and sea men of the navy, and the chief part of the expense is charged to the nav appropriations. As, however, there are some expenses which cannot b charged to these appropriations, they must neeessarily be charged to th appropriations for the coast survey. In September, 1834, the schooner Je sey, not wanted for any purposes of the navy, was purchased for the sound ing party under the command of Lieutenant Gedney. The price of thi vessel, ($3,350) therefore, could not be charged to the naval appropriations it was properly charged to the appropriation for the coast survey. For th same reason, the boats, equipments, and other expenses for the schoone amounting to $1,888 60, were charged to the same appropriation, as wa also the charge for extra pay to the officers, amounting to $650, in al for the year 1834, to $5,888 60.

During the present season the expense of this schooner, chargeable t the coast survey, has amounted to $1,399, making the whole expense c this schooner for the years 1834 and 1835, chargeable to the coast survey amount to $7,287 60.

It is not probable that the expense of this schooner, chargeable to th coast survey appropriation, will, for the next year, exceed $1,500.

The schooner Experiment, employed by the sounding party under Lieu tenant Blake, belongs to the navy. The coast survey appropriation ha therefore, been charged only for equipments, which were not necessary fo the purposes of the navy. These, with other expenses attending the opera tions of the sounding party on board this schooner, from the 1st of Jul last, when she was sent upon the survey, to the 30th of September las amounted to $2,517 73.

As most of the equipments of these schooners will last for several years with but little expense for repairs and supply of articles which may be los by accident, it is believed that the expense of both schooners and the sound ing parties on board of them, for the next year, chargeable to the coas survey, will not exceed $4,000.

It will be seen that this differs widely from the statement of Mr. Hassler which may be explained by the circumstance that he did not derive his in formation from the books of the Treasury Department.

By a statement hereunto annexed, marked P, it appears that of the ap yropriations heretofore made for the suppression of the slave trade, ther remains in the treasury a balance of $13,489 55.

In my last report I took the liberty of stating that some of the clerks i my Department did not receive salaries proportioned to their services, o adequate to the decent support of themselves and families; and I respect fully solicited that the salaries, particularly of the chief clerk of the Nav Board, the warrant clerk, and the clerk keeping the register of correspond ence of this Department, whose duties are arduous, requiring both talen and experience, should be increased, so that the first might receive $1,70 per annum, and the others $1,400 each. I repeat the solicitation, from thorough conviction that their faithful services fully merit this increase o compensation.

The superintendent of the southwest executive building receives but $250 per annum for his services, which, it is believed, is a compensation too small to command the services of one competent to perform the duties of the station. The sergeants acting as clerks to the commandant and staff officers of the marine corps are paid at the rate of less than $700 a year for all their services, which, it is respectfully suggested, is not an adequate compensation.

The necessary references to papers and documents connected with this report will be found in a schedule hereunto annexed.

All of which is respectfully submitted.

MAHLON DICKERSON.

SCHEDULE of papers accompanying the Report of the Secretary of the Navy to the President of the United States, of November, 1835.

No. 1. The letter of the Commissioners of the Navy to the Secretary, transmitting the general and special estimates of the navy for the year 1836.

No. 2. Letter of the Commissioners, submitting estimate marked E 1.

A. Estimate for the office of the Secretary of the Navy.

B. Estimate for the office of the Commissioners of the Navy.

C. Estimate for the expenses of the southwest executive building.

D. The general estimate for the navy.

Detailed estimate D 1, for vessels in commission.
D 2, for receiving vessels.
D 3, for recruiting stations.
D 4, for officers and others attached to navy yards and shore stations, and the abstract or recapitulation.
D 5, for officers waiting orders and on furlough.
D 6, for provisions.
D 7, for improvements and repairs of navy yards, and recapitulation.

E. Special estimate for magazines, hospitals, steam vessels, and coast survey.

E. 1. Estimate of the several works, and their probable cost, which it is proposed to construct at the several navy yards.

F. General estimate for the marine corps.
Detailed estimates of do. F 1 to 4.

G. List of vessels in commission of each squadron, their commanders, and stations.

H. List of vessels in ordinary.

I. List of vessels building.

K. Report of the proceedings under the law for the *gradual increase* of the navy.

L. Report of the proceeding under the law for the *gradual improvement* of the navy.

M. Statement of the condition of the navy pension fund.

M 1. Amount and description of stocks belonging to the navy pension fund.

N. Statement of the condition of the privateer pension fund.

O. Statement of the condition of the navy hospital fund.

P. Statement of the proceedings under the law for the suppression of the *slave trade.*

Q. List of deaths.

R. List of resignations.

S. List of dismissions.

T. Mr. Hassler's fourth report on coast survey.

No. 1.

NAVY COMMISSIONERS' OFFICE.
November 18, 1835.

SIR: The Navy Commissioners have the honor to transmit, herewith, the estimates for the navy for the year 1836, together with the reports of the condition of the vessels building and in ordinary, and of the measures which have been taken under the laws for the gradual increase and gradual improvement of the navy.

Special estimates are also submitted for steam vessels, according to your directions, and for other objects, which do not fall within the usual annual appropriations for the navy, but which are deemed essential to the public interests.

The general estimate for the usual appropriations of the navy presents two columns, one showing the amounts estimated for the year 1836, and the other showing the amounts appropriated for the year 1835. This arrangement shows, at a single view, the differences between the amounts for each of the items of the appropriation, as well as in the total amounts.

It will be perceived that the total amount of the estimate for the year 1836 exceeds the amount appropriated for 1835, in the sum of $622,151 75.

A comparison of the differences between the appropriations and estimates for *each* of the two first items cannot be accurately made, because the additional appropriation made 3d March, 1835, in consequence of the law establishing the pay of the navy, does not distinguish the amounts applicable to each of the items; but the difference between the *sums* of the two items for the two years shows an increase for 1836 of $184,141 75.

This increase arises, in part, from a proposed addition to the force to be employed in commission, consisting of two frigates, three sloops of war, and one steam vessel; in part, from a modification of the pay of the officers by the laws of last session, and partly from a small increase of pay to some persons at navy yards, as stated in connection with estimate D 4.

Under the third item, of provisions, there is also an increase of $140,000. This arises, in part, from additional numbers of persons proposed to be employed, and partly because the amount in the treasury is not supposed to justify a reduction from the total estimate under this head, proportional to that made for 1835.

Under the fourth head, of repairs of vessels in ordinary, &c. the amount of the estimate is less than the sum appropriated for the year 1835 in the sum of $24,000.

The appropriation for 1835, and the estimate for 1836, under the fifth head, for medicines and hospital stores, are the same, notwithstanding the proposed increase of force, in consequence of the large sum still remaining in the treasury.

Under the sixth head, for improvements and repairs of navy yards, there is an increase in the estimates for 1836, over the appropriations for 1835, of the sum of $287,010. This increase is large, but is deemed necessary to meet the immediate wants of the public service. Although much has been done in the different yards since the adoption of approved plans, under the law of 3d March, 1827, much still remains to be done to provide adequate means for the preservation of the materials which a prudent foresight has directed to be collected for future use, or to prepare the necessary conveniences for building, repairing, and equipping ships with proper

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economy and despatch. The Board refrain from any further remarks upon this subject at this time, as they have recently presented you with their views upon it in a great detail.

The increase of $35,000, under the seventh head, for ordnance and ordnance stores, is occasioned by the necessity of renewing the supplies of several articles embraced under that head of expenditures.

The estimates for enumerated contingent is the same as the appropriation for 1835. It is possible that the alterations made by the law of the last session for regulating the pay of the navy might authorize some small reduction under this head; but, as the force in commission, and number of persons to be employed, is proposed to be increased, and the appropriations under the former laws were uniformly found to be insufficient, it has been deemed best to make no alteration until the effects of the change shall be practically tested.

The ninth item, for other contingencies, is the same as asked and granted for 1835.

The board beg leave to again call your attention to the salary of their chief clerk, and to request, if it should comport with your views, that your recommendation may be given for granting the additional hundred dollars to his salary, as proposed in paper B, placing him on the same footing as the chief clerks of his grade in other offices.

I have the honor to be, with great respect, sir,

Your obedient servant,

JNO. RODGERS.

Hon. Mahlon Dickerson,
Secretary of the Navy.

No. 2.

Navy Commisioners' Office,
November 12, 1835.

Sir: The Board of Navy Commissioners beg leave respectfully to present for your consideration the propriety of asking from Congress appropriations for a series of years, for the purpose of carrying forward the works of a general and permanent character in the different navy yards, which have been designated on the plans, in addition to those of a more special character, which are usually embraced in the annual estimates.

Regular plans were first made and approved for most of the navy yards in 1828, in conformity to the act of 3d March, 1827; previous to that time the buildings in the respective yards were generally temporary in their character, limited in extent, and calculated for present wants, and special rather than for general purposes. Since that time, two dry docks have been built, and other important improvements and additions made in different yards; but there is much still to be done to properly preserve the materials which are authorized to be collected, and to provide the means of economically and rapidly increasing, equipping, or repairing our vessels of war. Among the most important of these objects, and which seem to require a special appropriation, to continue for a series of years, are, the dry dock within the waters of the harbor of New York, for which Congress have made a partial appropriation; the construction of perma-

nent quay walls, to prevent injury to the channels by their decay or want of stability; the construction of secure and durable building slips and launching ways, ready for building vessels; for ship-houses to cover and shelter ships during their construction, and whilst policy may require them to be kept in readiness for launching; for the construction of timber docks and sheds, to season and prepare the quantities of timber which a just regard to our future wants requires us to keep prepared; for building pile wharves where the quay walls are not intended to approach so near the channel as to admit vessels to come to them for repairs and equipment; for the construction of hydraulic docks, or inclined planes, in some of the yards, upon which to examine and repair small vessels, and thus to leave the docks for the examination and repair of the large ships; for gradually constructing the proposed wet basins, and for reducing the surface of the yards to a proper graduation, by levelling and excavation; and for the purchase of sites, when necessary.

The construction of the other buildings, as storehouses and workshops, and the ordinary repairs to the different buildings, may, perhaps, be best provided for as heretofore, that is, by annual appropriations for the respective yards, upon estimates stating the particular objects of proposed expenditure, made with reference to the particular wants of each year.

There being at present no civil engineer employed in the navy, particular estimates of the expense of the different objects could not be procured, which could be entirely depended upon for their accuracy. It was deemed sufficient, however, for the general purposes in view, to take the cost of objects which have already been built as the probable cost of those which are to be constructed, making such allowances as the difference in dimensions, nature of soil, and of difficulties to be overcome, seemed to demand.

From this general estimate, it is believed that the sum of three millions five hundred thousand dollars will be required for the purposes herein named, and that this sum may be advantageously expended in the course of the next five years, if it should be deemed expedient by Congress to appropriate, annually, the sum of seven hundred thousand dollars for that period. (See the estimate enclosed herewith.)

In presenting this subject to your consideration, the board would respectfully recall your attention to the great disadvantages which the public service would experience, from a want of the improvements proposed, should they be delayed till a change of circumstances shall require any great and sudden extension our naval force in commission; and to the great increase of expense, as well as inconvenience, if these works were to be constructed when other objects of great and pressing importance might claim a large portion of the financial resources of the country.

I have the honor to be

Your obedient servant,

JNO. RODGERS.

Hon. MAHLON DICKERSON,

Secretary of the Navy.

A.

ESTIMATE of the sums required for the support of the office of the Secretary of the Navy for the year 1836.

Secretary of the Navy - - - - - -		$ 6,000
Six clerks, per act of 20th April, 1818 - - -	$8,200	
One clerk, per act of 26th May, 1824 - - -	1,000	
One clerk, per act of 2d March, 1827 - - -	1,000	
		10,200
One clerk of navy and privateer pension funds, and navy hospital fund, per act of 10th July, 1832 -	1,600	
Messenger and assistant messenger - - -	1,050	
Contingent expenses - - - - -	3,000	
		5,650
		21,850
Submitted:		
For two clerks, $400 additional each, now at $1,000 each, per annum - - - - - -	800	
		800
		$22,650

NOTE.—The last item in this estimate was submitted in my report of November, 1834. It was not acted on. It is again respectfully submitted, with the hope that it will receive favorable notice. Justice to the two gentlemen who are intended to be benefited by it requires me to say that their grade, as compared with the clerks of the other departments of the Government, as well as their important services and strict attention to duty, entitle them to the increase of salary proposed.

B.

ESTIMATE of the sums required for the support of the Navy Commissioner's office for the year 1836.

For the salaries of the Commissioners of the Navy Board -		$10,500
For the salary of their secretary - - - - -		2,000
For the salaries of their clerks, draughtsmen, and messenger, per acts of 20th April, 1818, 20th May, 1824, and 2d March, 1827 - - - - -	$8,450	
Additional to the chief clerk, making his salary equal to that allowed to all other chief clerks of his grade - - - - - -	100	
		8,550
For contingent expenses - - - - -		1,800
		$22,850

C.

ESTIMATE of the sums required for the expenses of the Southwest Executive building for the year 1836.

Superintendent - - - - - -	$250
Two watchmen, at $500 each - - - - -	1,000
Contingent expenses, including fuel, labor, oil, repairs of building, engine, and improvement of the grounds - -	3,350
	$4,600

D.

There will be required for the navy during the year 1836, in addition to the balances that may remain on hand on the first day of January, 1836:

	Amount of estimate for 1836.	Amount appropriated for 1835.
1st. For the pay of commission, warrant, and petty officers, and of seamen	$1,974,538 91	
2d. For pay of superintendents, naval constructors, and all the civil establishment at the several yards - - -	68,340 00	$1,858,737 16
3d. For provisions - - -	590,000 00	450,000 00
4th. For the repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission - - -	950,000 00	974,000 00
5th. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick - - -	40,000 00	40,000 00
6th. For improvements and the necessary repairs of navy yards, viz:		
Portsmouth, N. H. - $67,000		
Boston - - - 199,575		
New York - - 84,300		
Philadelphia - - 11,750		
Washington - - 37,500		
Norfolk - - - 167,000		
Pensacola - - 64,000		
	631,125 00	344,115 00
7th. For ordnance and ordnance stores -	50,000 00	15,000 00
8th. For contingent expenses that may accrue for the following purposes, viz:		
For the freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent, travelling expenses of officers, and transportation of seamen; house rent for pur-		

ESTIMATE D—Continued.

	Amount of estimate for 1836.	Amount appropriated for 1835.
sers when attached to yards and stations where no house is provided; for funeral expenses; for commissions, clerk hire, office rent, stationery and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowance to persons attending courts-martial and courts of inquiry, or other services as authorized by law; for printing and stationery of every description, and for working the lithographic press; and for books, maps, charts, mathematical and nautical instruments, chronometers, models and drawings; for the purchase and repair of fire engines and machinery, and for the repair of steam engines; for the purchase and maintenance of oxen and horses, and for carts, timber-wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships of war; for furniture of vessels in commission, and fixtures in houses for officers as allowed by law; for taxes and assessments on public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel, and for candles and oil; for repairs of magazines or powder houses; for preparing moulds for ships to be built, and for no other object or purpose whatever -	$295,000 00	$295,000 00
9th. For contingent expenses for objects not herein before enumerated - -	3,000 00	3,000 00
	$4,602,003 91	$3,979,852 16

Note.—The excess of this estimate for 1836 over the appropriation for 1835, amounting to $622,157 75, arises from a proposed increase of force to be employed in commission, from a proposed increase of expenditure for improving the navy yards, and from the late modifications in the pay of the officers.

The letter from the Board of Navy Commissioners to the Secretary of the Navy, of the 18th November, 1835, and the detailed estimates, give further and more particular explanations of the causes of this difference.

JOHN RODGERS,
I. CHAUNCEY,
C. MORRIS.

D 1.

ESTIMATE of the amount of pay that will be necessary for the year 1836, for the following vessels in commission, viz: one ship of the line, five frigates of the first class, and one frigate of the second class, fourteen sloops of war of the first class, five schooners, and one steam vessel, being part of the first item of the general estimate.

Five commanders of squadrons	$20,000 00
One ship of the line	152,455 25
Five frigates, 1st class, at $88,905 25	444,526 25
One frigate, 2d class	72,951 91
Fourteen sloops of war, 1st class, at $44,023 25	616,325 50
Five schooners, at $18,103 25	90,516 25
One steam vessel	26,091 25
	$1,422,866 41

D 2.

ESTIMATE of the number and pay of officers, &c. required for five receiving vessels for the year 1836, being part of the first item in the general estimate.

	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	Total number.	Aggregate amount.
Commanders	1	1	1	-	1	4	$8,400
Lieutenants	3	3	2	2	3	13	19,500
Masters	1	1	1	-	1	4	4,000
Pursers	1	1	-	-	1	3	1,987 50
Passed midshipmen	2	2	-	-	2	6	4,500
Midshipmen	6	6	3	3	6	24	8,400
Boatswains	1	1	-	-	1	3	1,500
Boatswain's mates	1	1	1	1	1	5	1,140
Gunner's mates	1	1	-	-	1	3	684
Carpenter's mates	1	1	1	-	1	4	912
Masters at arms	1	1	-	-	1	3	648
Ship's stewards	1	1	1	1	1	5	1,080
Officer's stewards	1	1	1	1	1	5	1,080
Ship's cooks	1	1	1	1	1	5	1,080
Officer's cooks	2	2	1	-	2	7	1,512
Seamen	2	2	2	2	2	10	1,440
Ordinary seamen	6	6	4	2	6	24	2,880
Boys	10	10	3	2	10	35	2,940
Number of persons	42	42	22	15	42	163	$63,683 50

D 3.

ESTIMATE of the pay of the officers attached to five recruiting stations for the year 1836, *being part of the first item in the general estimate.*

	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	Total number.	Aggregate amount.
Commanders - - -	1	1	1	1	1	5	$10,500 00
Lieutenants - - -	2	2	2	2	2	10	15,000 00
Midshipmen - - -	2	2	2	2	2	10	3,500 00
Surgeons - - -	1	1	1	1	1	5	8,750 00
Number of persons - -	6	6	6	6	6	30	$37,750 00

D 4.

ESTIMATE for the pay of officers and others, at yards and stations, for 1838.

NAVY YARDS.

No.	PORTSMOUTH, N. H.	Pay, &c. per annum.	Amount.	Aggregate.
	Naval.			
1	Captain - - - -	$3,500	$3,500	
1	Commander - - -	2,100	2,100	
1	Lieutenant - - -	1,500	1,500	
1	Master - - - -	1,000	1,000	
1	Surgeon - - -	1,800	1,800	
3	Midshipmen - - -	350	1,050	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - - -	500	500	
1	Sailmaker - - -	500	500	
1	Purser - - - -	941 75	941 75	
1	Steward - - -	216	216	
				$14,107 75
	Ordinary.			
1	Lieutenant - - -	1,500	1,500	
1	Carpenter's mate - -	228	228	
6	Seamen - - -	144	864	
12	Ordinary seamen - -	120	1,440	
				4,032
	Civil.			
1	Storekeeper - - -	1,400	1,400	
1	Master builder and inspector of timber - - -	1,200	1,200	
1	Clerk to the yard - -	900	900	
1	Clerk to commandant - -	900	900	
1	Clerk to storekeeper - -	500	500	
1	Clerk to master builder -	400	400	
1	Porter - - - -	300	300	
				5,600
				$23,739 75

D 4—Continued.

No.	BOSTON.	Pay, &c. per annum.	Amount.	Aggregate.
	Naval.			
1	Captain - - -	$3,500	$3,500	
1	Commander - - -	2,100	2,100	
2	Lieutenants - - -	1,500	3,000	
2	Masters - - -	1,000	2,000	
1	Surgeon - - -	1,800	1,800	
2	Assistant surgeons - -	950	1,900	
1	Chaplain - - -	1,200	1,200	
2	Professors - - -	1,200	2,400	
4	Midshipmen - - -	350	1,400	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - - -	500	500	
1	Sailmaker - - -	500	500	
1	Purser - - - -	1,141 75	1,141 75	
1	Steward - - -	216	216	
1	Do. assistant to purser -	360	360	
				$23,017 75
	Ordinary.			
3	Lieutenants - - -	1,500	4,500	
1	Master - - -	1,000	1,000	
6	Midshipmen - - -	350	2,100	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - - -	500	500	
1	Carpenter's mate - -	228	228	
3	Do. mates, as caulkers -	228	684	
2	Boatswain's mates - -	228	456	
14	Seamen - - -	144	2,016	
36	Ordinary seamen - -	120	4,320	
				16,804
	Hospital.			
1	Surgeon - - -	1,750	1,750	
1	Assistant surgeon - -	950	950	
1	Steward - - -	360	360	
2	Nurses } When the number of	120	240	
2	Washers } sick shall require	96	192	
1	Cook } them	144	144	
				3,636

D 4—Continued.

No.	BOSTON.	Pay, &c. per annum.	Amount.	Aggregate.
	Civil.			
1	Storekeeper - - -	$1,700	$1,700	
1	Master builder - - -	2,300	2,300	
1	Inspector and measurer of timber	900	900	
1	Clerk to yard - - -	900	900	
1	Clerk to commandant - -	900	900	
1	Clerk (2d) to do - -	750	750	
1	Clerk to storekeeper - -	750	750	
1	Clerk (2d) to do. - -	450	450	
1	Clerk to master builder -	650	650	
1	Keeper of the magazine -	480	480	
1	Porter - - - -	300	300	
				$10,080 00
				$53,537 75

NOTE—The surgeon and assistant surgeons of the yard are to be required to attend to the duties of the yard, to those of the receiving ship, and to the marines; one to be always on board the receiving ship.

No.	NEW YORK.	Pay, &c. per annum.	Amount.	Aggregate.
	Naval.			
1	Captain - - -	$3,500	$3,500	
1	Commander - - -	2,100	2,100	
2	Lieutenants - - -	1,500	3,000	
2	Masters - - -	1,000	2,000	
1	Surgeon - - -	1,800	1,800	
2	Assistant surgeons - -	950	1,900	
1	Chaplain - - -	1,200	1,200	
2	Professors - - -	1,200	2,400	
4	Midshipmen - - -	350	1,400	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - - -	500	500	
1	Sailmaker - - -	500	500	
1	Purser - - - -	1,141 75	1,141 75	
1	Steward, assistant to do. -	360	360	
1	Steward - - -	216	216	
				$23,017 75

D 4—Continued.

No.	NEW YORK.	Pay, &c. per annum.	Amount.	Aggregate.
	Ordinary.			
3	Lieutenants - - -	$1,500	$4,500	
1	Master - - - -	1,000	1,000	
6	Midshipmen - - -	350	2,100	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - - -	500	500	
4	Carpenters mates; 3 as caulkers	228	912	
2	Boatswain's mates - -	228	456	
14	Seamen - - -	144	2,016	
36	Ordinary seamen - -	120	4,320	
				$16,804 00
	Hospital.			
1	Surgeon - - -	1,750	1,750	
1	Assistant surgeon - -	950	950	
1	Steward - - -	360	360	
2	Nurses } When the number of	120	240	
2	Washers } sick shall require	96	192	
1	Cook } them.	144	144	
				3,636 00
	Civil.			
1	Storekeeper - - -	1,700	1,700	
1	Master builder - - -	2,300	2,300	
1	Inspector and measurer of timber	900	900	
1	Clerk to yard - - -	900	900	
1	Clerk to commandant - -	900	900	
1	Clerk (2d) to commandant -	750	750	
1	Clerk to storekeeper - -	750	750	
1	Clerk (2d) to storekeeper -	450	450	
1	Clerk to master builder -	650	650	
1	Keeper of the magazine -	480	480	
1	Porter - - - -	300	300	
				10,080 00
				$53,537 7[illegible]

NOTE.—The surgeon and assistant surgeons of the yard are to be required to attend to the duties of the yard, the receiving ship, and to the marines; one to be always on board the receiving ship.

D 4—Continued.

No.	PHILADELPHIA.	Pay, &c. per annum.	Amount.	Aggregate.
	Naval.			
1	Captain - - -	$3,500	$3,500	
1	Commander - - -	2,100	2,100	
1	Lieutenant - - -	1,500	1,500	
1	Master - - -	1,000	1,000	
1	Surgeon - - -	1,800	1,800	
1	Assistant surgeon - -	950	950	
1	Chaplain - - -	1,200	1,200	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - -	500	500	
1	Purser - - -	1,141 75	1,141 75	
1	Steward - - -	216	216	
				$14,907 75
	Ordinary.			
1	Lieutenant - - -	1,500	1,500	
1	Boatswain's mate - -	228	228	
4	Seamen - - -	144	576	
12	Ordinary seamem - -	120	1,440	
				3,744 00
	Hospital.			
1	Surgeon - - -	1,750	1,750	
1	Assistant surgeon - -	950	950	
1	Steward - - -	360	360	
2	Nurses (When the number of sick shall require them.)	120	240	
2	Washers (When the number of sick shall require them.)	96	192	
1	Cook (When the number of sick shall require them.)	144	144	
				3,636 00
	Civil.			
1	Storekeeper - - -	1,250	1,250	
1	Master builder - - -	2,000	2,000	
1	Inspector and measurer of timber	900	900	
1	Clerk to yard - - -	900	900	
1	Clerk to commandant - -	900	900	
1	Clerk to storekeeper - -	500	500	
1	Clerk to master builder -	400	400	
1	Porter - - - -	300	300	
				7,150 00
				$29.437 75

NOTE.—The surgeon and assistant surgeon of the yard are both to attend to the yard, receiving vessel, and marines.

D 4—Continued.

No.	WASHINGTON.	Pay, &c. per annum.	Amount.	Aggregate.
	Naval.			
1	Captain - - -	$3,500	$3,500	
1	Commander - - -	2,100	2,100	
1	Lieutenant - - -	1,500	1,500	
2	Masters; one in charge of ordnance	1,000	2,000	
1	Surgeon - - -	1,800	1,800	
1	Assistant surgeon - -	950	950	
1	Chaplain - - -	1,200	1,200	
1	Boatswain - - -	500	500	
1	Gunner (as laboratory officer) -	500	500	
1	Carpenter - - -	500	500	
1	Purser - - - -	1,141 75	1,141 75	
1	Steward - - -	216	216	
1	Steward, assistant to purser -	360	360	
1	Hospital steward - -	216	216	
				$16,483 7
	Ordinary.			
1	Boatswain's mate - -	228	228	
1	Carpenter's mate - -	228	228	
6	Seamen - - -	144	864	
14	Ordinary seamen - -	120	1,680	
				3,000 (
	Civil.			
1	Storekeeper - - -	1,700	1,700	
1	Assistant master builder -	1,000	1,000	
1	Inspector and measurer of timber	900	900	
1	Clerk to yard - - -	900	900	
1	Clerk to commandant - -	900	900	
1	Clerk (2d) to commandant -	750	750	
1	Clerk to storekeeper - -	750	750	
1	Clerk to assistant master builder	420	420	
1	Master camboose-maker and plumber - - -	1,200	1,200	
1	Master chain cable and anchor maker - - -	1,000	1,000	
1	Keeper of magazine - -	480	480	
1	Porter - - -	300	300	
				10,300 (
				$29,783

D 4—Continued.

No.	NORFOLK.	Pay, &c. per annum.	Amount.	Aggregate.
	Naval.			
1	Captain - - -	$3,500	$3,500	
1	Commander - - -	2,100	2,100	
2	Lieutenants - - -	1,500	3,000	
2	Masters - - -	1,000	2,000	
1	Surgeon - - -	1,800	1,800	
2	Assistant surgeons - -	950	1,900	
1	Chaplain - - -	1,200	1,200	
2	Professors - - -	1,200	2,400	
4	Midshipmen - - -	350	1,400	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - - -	500	500	
1	Sailmaker - - -	500	500	
1	Purser - - -	1,141 75	1,141 75	
1	Steward, assistant to purser -	360	360	
1	Steward - - -	216	216	
				$23,017 75
	Ordinary.			
3	Lieutenants - - -	1,500	4,500	
1	Master - - - -	1,000	1,000	
6	Midshipmen - - -	350	2,100	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - - -	500	500	
4	Carpenter's mates; 3 as caulkers	228	912	
2	Boatswain's mates - -	228	456	
14	Seamen - - -	144	2,016	
36	Ordinary seamen - -	120	4,320	
				16,804
	Hospital.			
1	Surgeon - - -	1,750	1,750	
1	Assistant surgeon - -	950	950	
1	Steward - - -	360	360	
2	Nurses } When the number of	120	240	
2	Washers } sick requires them.	96	192	
1	Cook }	144	144	
				3,636
	Civil.			
1	Storekeeper - - -	1,700	1,700	
1	Master builder - - -	2,300	2,300	
1	Inspector and measurer of timber	1,050	1,050	
1	Clerk to yard - - -	900	900	
1	Clerk to commandant - -	900	900	

D 4—Continued.

No.	NORFOLK.	Pay, &c. per annum.	Amount.	Aggregate.
	Civil.			
1	Clerk (2d) to commandant -	$750	$750	
1	Clerk to store-keeper - -	750	750	
1	Clerk (2d) to store-keeper -	450	450	
1	Clerk to master builder -	650	650	
1	Keeper of magazine - -	480	480	
1	Porter - - - -	300	300	
				$10,230 00
				53,687 75

NOTE.—The surgeon and assistant surgeons of the yard are to be required to attend to the duties of the yard, to those of the receiving ship, and to the marines; one to be always on board the receiving ship.

No.	PENSACOLA.	Pay, &c. per annum.	Amount.	Aggregate.
	Naval.			
1	Captain - - -	3,500	3,500	
1	Commander - - -	2,100	2,100	
2	Lieutenants - - -	1,500	3,000	
1	Master - - - -	1,000	1,000	
1	Surgeon - - -	1,800	1,800	
1	Assistant surgeon - -	950	950	
1	Chaplain - - -	1,200	1,200	
3	Midshipmen - - -	350	1,050	
1	Boatswain - - -	500	500	
1	Gunner - - -	500	500	
1	Carpenter - - -	500	500	
1	Sailmaker - - -	500	500	
1	Purser - - - -	1,141 75	1,141 75	
1	Steward - - -	216	216	
				$17,957 75
	Ordinary.			
1	Carpenter - - -	500	500	
1	Carpenter's mate - -	228	228	
1	Boatswain's mate - -	228	228	
10	Seamen - - -	144	1,440	
10	Ordinary seamen - -	120	1,200	
				3,596
	Hospital.			
1	Surgeon - - -	1,750	1 750	
1	Assistant surgeon - -	950	950	

D 4—Continued.

No.	PENSACOLA.	Pay, &c. per annum.	Amount.	Aggregate.
	Hospital.			
1	Steward - - -	$ 360	$ 360	
2	Nurses } When the number	120	240	
2	Washers } of the sick re-	96	192	
1	Cook } quires them.	144	144	
				$ 3,636
	Civil.			
1	Store-keeper - - -	1,700	1,700	
1	Clerk to the yard - -	900	900	
1	Clerk to commandant - -	900	900	
1	Clerk to store-keeper - -	500	500	
1	Porter - - - -	300	300	
				4,300 00
				$29,489 75

NOTE.—The surgeon and assistant surgeon of the yard to attend to the duties of the yard, the ordinary, the marines, and the receiving ship, should one be allowed.

No.	STATIONS.	Pay, &c. per annum.	Amount.	Aggregate.
	BALTIMORE.			
1	Captain - - -	3,500	3,500	
1	Lieutenant - - -	1,500	1,500	
1	Surgeon - - -	1,500	1,500	
1	Purser - - - -	862 50	862 50	
				$ 7,362 50
	CHARLESTON.			
1	Captain - - -	3,500	3,500	
1	Lieutenant - - -	1,500	1,500	
1	Surgeon - - -	1,500	1,500	
1	Purser and store-keeper -	1,189 75	1,189 75	
				7,689 75
	SACKETT'S HARBOR.			
1	Master - - - -	1,000	1,000	
				1,000
	ON DUTY AT WASHINGTON, OR ON GENERAL DUTY.			
	Ordnance.			
1	Captain - - -	3,500	3,500	
1	Lieutenant - - -	1,500	1,500	
				5,000

D 4—Continued.

No.	STATIONS.	Pay, &c. per annum.	Amount.	Aggregate.
	CHART AND INSTRUMENT DEPOT.			
1	Lieutenant - - -	1,500	1,500	
1	Passed Midshipman - -	750	750	
				$2,250
1	Chief naval constructor -	3,000	3,000	
1	Civil engineer - - -	4,000	4,000	
				7,000
	FOREIGN STATIONS.			
1	Store-keeper at Mahon - -	1,200	1,200	
1	Store-keeper at Rio de Janeiro -	1,500	1,500	
				2,700

RECAPITULATION.

	Naval. 1st item.	Odinary. 1st item.	Hospital. 1st item.	Civil. 2d item.	Aggregate.
Portsmouth, N. H. - -	$14,107 75	$4,032	-	$5,600	$23,739 75
Boston - - - -	23,017 75	16,804	3,636	10,080	53,537 75
New York - - -	23,017 75	16,804	3,636	10,080	53,537 75
Philadelphia - - -	14,907 75	3,744	3,636	7,150	29,437 75
Washington - - -	16,483 75	3,000	-	10,300	29,783 75
Norfolk - - - -	23,017 75	16,804	3,636	10,230	53,687 75
Pensacola - - -	17,957 75	3,596	3,636	4,300	29,489 75
Baltimore - - -	7,362 50	-	-	-	7,362 50
Charleston - - -	7,689 75	-	-	-	7,689 75
Sackett's Harbor - -	1,000	-	-	-	1,000
Ordnance - - -	5,000	-	-	-	5,000
Chart and instrument depot -	2,250	-	-	-	2,250
Chief naval constructor -	-	-	-	3,000	3,000
Civil engineer - - -	-	-	-	4,000	4,000
Store-keepers - - - -	-	-	-	2,700	2,700
-	$155,812 50	$64,784	$18,180	$67,440	$306,216 50

Under this item of the estimates, the following changes are proposed for 1836, in the number of persons and their compensation, as allowed for the year 1835, viz:

In the naval branch.—A steward as an assistant to the purser at Washington, is proposed, at the usual pay of 30 dollars per month, equal to - - - - - - - - - $360

The number of mechanics employed at this yard renders this addition necessary, in the opinion of the Board.

In the hospital branch.—An increase of pay, from 18 to 30 dollars per month, is proposed for the *stewards* of the hospitals at Boston, New York, Philadelphia, Norfolk, and Pensacola, amounting, in the whole, to - - - - - - - 720

This addition is proposed, from the belief that it will be necessary to command the services of persons possessing the requisite information to perform the increased duties, and sustain the increased responsibilities, which will hereafter be allotted to them in the permanent hospitals now about to be opened.

In the civil branch.—It is proposed to increase the compensation of the master builder and inspector of timber at Portsmouth, N. H. to the amount of 300 dollars. The compensation for the performance of both duties has, for some years past, only been equal to that allowed for the performance of the duties of inspector of timber at other yards. As the duties will be greater hereafter, in consequence of the quantities of timber delivering under contracts, it is deemed just to increase the compensation in a corresponding degree.

The compensation to the pincipal clerks to the store-keepers at Boston, New York, and Norfolk, is proposed to be increased from 600 to 750 dollars.

The second clerks, at the same yards, from 360 to 450 dollars.

The store-keepers' clerks at Portsmouth, Philadelphia, and Pensacola, from 350 to 500 dollars, and at Washington from 500 to 750 dollars.

An increase is also proposed for the clerks to the master builders at Boston, New York, and Norfolk, from 500 to 650 dollars, and those at Portsmouth and Philadelphia, from 400 to 500 dollars each

The person charged with the management and repair of steam engines and saw-mills, formerly paid by an annual salary of 800 dollars, it is now proposed to place on daily pay, to be paid for his actual attendance only. This renders the whole increase under this head equal to - - - - - - 1,570

Making the total increase equal to - - - $2,650

An increase of compensation to the different clerks has been solicited by them, upon the grounds that their present compensation was insufficient to meet their necessary expenses at their several places of residence, and that it was not proportioned to the compensation granted to other persons in the yards having no greater responsibilities, and performing duties requiring no greater qualifications. From the representations

made by the commandants of the yards, and other officers, the Board were satisfied that the first ground taken by the clerks was generally correct, and they coincided in opinion with them as respects the relative responsibilities and necessary qualifications.

The Board, influenced by these considerations, have, therefore, proposed to place the principal clerks of the store-keepers as heretofore, at the same compensation as the second clerks to commandants, which was established by the law of the last session, and to submit a proportionate increase to the other clerks, modified in a slight degree by the amount of labor to be performed, and the ordinary cost of subsistence, at the respective yards.

D 5.

EXHIBIT of the commission and warrant officers that will be waiting orders and on furlough for the year 1836, *by the estimates, being part of the first item in the general estimate.*

WAITING ORDERS.

12 Captains.	
6 Commanders.	
89 Lieutenants.	
4 Surgeons.	
47 Passed midshipmen.	
*86 Midshipmen. - - - -	$207,200 00

ON FURLOUGH.

2 Commanders.	
3 Lieutenants.	
1 Purser.	
2 Passed midshipmen.	
2 Midshipmen. - - - -	5,162 50
	$212,362 50

D 6.

ESTIMATE of the amount required for provisions for the year 1836, *explanatory of the third item in the general estimate.*

6,269 Persons in vessels in commission, besides the marines embarked.
524 Marines embarked in vessels in commission.
396 Enlisted persons attached to receiving vessels and shore stations.

* Embracing seventy-five midshipmen, who, after examination, may be entitled to be arranged as passed midshipmen, in addition to their pay as midshipmen, $300 each.

Making 7,189 persons in total, at one ration each per day, makes 2,623,985 rations, which, at twenty-five cents per ration, is equal to - - - - -	$655,996 25
From this sum there may be deducted (estimating the balance that may remain in the treasury on the 1st January, 1836, which it is presumed will not be required) the sum of - - - - - -	65,996 25
Which will leave - - - - -	$590,000 00

being the amount asked for in the third item of the general estimate.

D 7.

ESTIMATES of the proposed improvements and repairs to be made in navy yards during the year 1836, *explanatory of the sixth item in the general estimate.*

Navy Yard, Portsmouth, N. H.

For building timber shed - - - - - -	$18,000
Towards mast and boat-house, - - - - -	25,000
For a timber dock - - - - - - -	20,000
Repairs of all kinds - - - - - - -	4,000
	$67,000

Navy Yard, Boston.

For the ropewalk - - - - - - -	63,000
For the tarring house - - - - - -	9,000
For the steam engine and machinery for laying up - -	30,000
For spinning machinery - - - - - -	15,000
For a hemp house - - - - - - -	38,000
For store-house No. 15 - - - - - -	35,275
For repairing and replacing masting shears - - -	3,575
For yard wall at northeast corner - - - -	1,500
For completing the change of fronts to officers' quarters -	1,225
For the repairs of docks, wharves, and buildings in the yard -	3,000
	$199,575

Navy Yard, New York.

For securing and preserving the ordnance, or for repairing the gun block - - - - - - -	5,000
For building offices - - - - - - -	9,000
For building a timber shed - - - - - -	21,000
Launching slip to ship-house No. 1 - - - - -	9,500
To enlarge smithery - - - - - -	2,500
For well and reservoir for watering ships - - -	2,500
For levelling the yard and filling in - - - -	5,700

For walls to enclose the yard on the lines, by the wharf and back of the stores, from the south end of present wall to southwest corner of yard, from southwest corner to the magazine or southeast corner, from entrance gate to the present wall	$ 18,500
Slip for boat-house	1,600
Repair of ship-house No. 2	5,000
For the repairs of other buildings, wharves and docks	4,000
	$84,300

Navy Yard, Philadelphia.

For raising brick wall on north side of ship-house No. 2	800
For extending brick wall, from the east end of ship-house No. 2 to the end of the wharf, 80 feet	800
For planking over slip at east end of ship-house No. 1	470
New floor for mould loft, and six fireproof windows	700
For paving timber shed No. 4	850
For paving ground in front of officer's stores	130
For painting offices, &c. &c.	350
For building an engine and hose house, 40 feet by 30	1,500
For building frame saw shed	1,650
For repairs	500
For tinning ship-house No. 2	3,500
	$11,750

Navy Yard, Washington.

A timber shed	16,000
Repairs to ship-house W.	1,500
Repairs to buildings, fences, and gutters	5,000
Foundation for building slip where the Columbia now stands	15,000
	$37,500

Navy Yard, Norfolk.

For the eastern wall and entrance gates to the timber dock	38,000
For the quay wall on east side of yard, including launching ways of the Macedonian	23,500
For a quay wall from timber dock round to meet the present east wharves	26,000
For a steam engine to pump out coffer dams	1,500
For smithery No. 9	21,000
For two houses, No. 39, and dependencies	27,000
For houses Nos. 2 and 3, and dependencies	7,000
For No. 28, mast-house	6,500
For boat-house No. 29	1,500
For repairs of ship-house B	10,000
For repairs of all other buildings, docks, and wharves	5,000
	$167,000

Navy Yard, Pensacola.

For a bakery and mess room	$3,000
For a brick kitchen and filling up cellars	1,500
For slating navy store	4,000
For a cistern	5,000
For three third class houses	27,000
For a building to accommodate assistant surgeon and sick in the yard	5,500
Wharf	15,000
Repairs	3,000
	$64,000

RECAPITULATION.

Portsmouth, N. H.	67,000
Boston	199,575
New-York	84,300
Philadelphia	11,750
Washington	37,500
Norfolk	167,000
Pensacola	64,000
	$631,125

E.

Special estimates for extraordinary purposes, or for objects not embraced in the usual annual estimates for the current service of the navy.

No. 1.—For Steam Vessels.

For completing the steam vessel of war now building at the navy yard, Brooklyn, N. Y. in aid of the amount which may be available from the appropriation for the gradual increase of the navy,	$150,000
For building, equipping and arming complete, three steam vessels of war,	675,000
Total,	$825,000

The Board of Navy Commissioners would respectfully remark, that from a want of experience in the construction and equipment of steam vessels of war in this country, it is possible that these estimates may not prove as accurate as might be wished; but, from the best information which they have been able to obtain, they believe the amounts asked will be sufficient for the objects proposed.

No. 2.—Hospitals.

For the completion of the hospitals near New York and Boston, and for regulating the grounds, and building necessary enclosures, and repairing the naval asylum and all other hospitals, and the buildings, wharves, and landings dependent upon and connected with them, and for preparing suitable burying grounds, - - - - - - -	$45,410

No. 3.—Powder Magazines.

For building a powder magazine near the navy yard, Pensacola,	$17,000
For completing the magazines near New York and Boston, and for the necessary landings, enclosures, and other dependencies,	19,200
	$36,200

No. 4.—Coast Survey.

Towards the survey of the coasts of the United States, -	$80,000

JNO. RODGERS,
I. CHAUNCEY,
C. MORRIS.

E, No. 1.

ESTIMATE of the several works, and their probable cost, which it is proposed to construct at the several navy yards.

Portsmouth, N. H.

Timber docks, and quay walls, ship-houses, and launching ways,		$100,000

Boston.

A ship-house and launching slip, - -	$40,000	
Walls and wet basin, - - - -	250,000	
Excavations and filling up, - - -	60,000	
Wharves, - - - - -	50,000	
Quay walls, - - - - -	30,000	
Hydraulic dock or inclined plane, - -	120,000	
		550,000

New York.

Quay walls, launching slips, and timber docks, -	550,000	
Dry dock, - - - - -	900,000	
		1,450,000

Philadelphia.

Quay walls and appendages, - - - -	$60,000

WASHINGTON.

Timber docks and wharves, - - - -		$65,000

NORFOLK.

Quay walls, building slips, and timber docks,	$704,000	
Three ship-houses, - - - -	125,000	
Canal at south side of yard, &c. - -	46,000	
Hydraulic dock or inclined plane, - -	125,000	
		1,000,000

PENSACOLA.

Wharves and appendages, - - -	150,000	
Hydraulic dock or inclined plane, - -	125,000	
		275,000
		$3,500,000

F.

GENERAL estimate of the expenses of the marine corps for the year 1836.

There will be required for the support of the marine corps during the year 1836, in addition to the balances which may remain on hand on the 1st of January, 1836, the sum of $488,856 19.

	Dollars.	Dollars.
PAYMASTER'S DEPARTMENT.		
1st. For the pay of the officers, non-commissioned officers, musicians, and privates, and subsistence of the officers of the marine corps - - - - - - - -	-	$163,077 25
QUARTERMASTER'S DEPARTMENT.		
2d. For the provisions for the non-commissioned officers, musicians, and privates serving on shore, servants, and washerwomen - - - - - - - -	$33,517 72	
3d. For clothing - - - - - - - -	38,655 00	
4th. For fuel - - - - - - - -	14,589 00	
5th. For repair of barracks near Portsmouth, N. H. and for repairs at other stations - - - - - -	8,900 00	
6th. For the purchase of sites and erection of barracks near Charlestown, New York, Norfolk, and Pensacola - -	200,000 00	
7th. For transportation of officers, non-commissioned officers, musicians, and privates, and expenses of recruiting -	6,000 00	
8th. For medicines, hospital stores, surgical instruments, and pay of matron - - - - - - - -	4,139 29	
9th. For military stores, pay of armorers, keeping arms in repair, drums, files, flags, accoutrements, and ordnance stores -	2,000 00	
10th. For contingencies, namely: Freight, ferriage, toll, wharfage, and cartage, per diem allowance for attending courts-martial and courts of inquiry, compensation to judge advocates, house rent where there are no public quarters assigned, incidental labor in the quartermaster's department, expenses of burying deceased persons belonging to the marine corps, printing, stationery, forage, postage on public letters, expenses in pursuit of deserters, candles and oil for the different stations, straw for the men, barrack furniture, bed sacks, spades, axes, shovels, picks, and carpenter's tools -	17,977 93	
		325,778 94
Total amount, - - - - -	-	488,856 19

NOTE.—The excess of this estimate over the appropriations for 1835 arises principally from the sum of $200,000 proposed for the purchase of sites and erection of barracks.

F 1.—*DETAILED estimate of pay and subsistence of officers, and pay of non-commissioned officers, musicians, and privates, of the marine corps of the United States, for the year one thousand eight hundred and thirty-six.*

Rank and grade.	Number.	PAY. Pay per month.	Extra pay per month.	Number of servants at $8 per month.	Number of servants at $6 per month.	PAY. Total. Dolls. Cts.	SUBSISTENCE. No. of rations per day, at 20 cts per ration.	No. of rations per day, at 25 cents each.	Extra rations p. d. while commanding, at 20 cents each.	SUBSISTENCE. Total. Dolls. Cts.	Aggregate amount. Dolls. Cts.
Colonel commandant	1	75	–	–	2	1,044 00	6	-	6	878 40	1,922 40
Lieutenant colonel	1	60	–	–	2	864 00	5	-	5	732 00	1,596 00
Majors	4	50	–	–	2	2,976 00	4	-	4	2,342 40	5,318 40
Adjutant and inspector	1	50	–	–	2	744 00	4	-	-	292 80	1,036 80
Quartermaster	1	60	–	2	–	912 00	4	-	-	292 80	1,204 80
Paymaster	1	50	–	–	2	744 00	4	-	-	292 80	1,036 80
Assistant quartermaster	1	40	20	–	1	792 00	4	-	-	292 80	1,084 80
Captains commanding posts and at sea	5	50	–	–	1	3,360 00	4	-	4	2,928 00	6,288 00
Captains commanding companies	4	50	–	–	1	2,688 00	4	-	-	1,171 20	3,859 20
First lieutenants, commanding companies and guards at sea	4	40	–	–	1	2,208 00	4	-	-	1,171 20	3,379 20
First lieutenants	16	30	–	–	1	6,912 00	4	-	-	4,684 80	11,596 80
Second lieutenants	20	25	–	–	1	7,440 00	4	-	-	5,856 00	13,296 00
Hospital steward	1	18	–	–	–	216 00	1	-	-	73 25	289 25
Sergeant major	1	17	–	–	–	204 00	-	-	-	-	204 00
Quartermaster sergeant	1	17	20	–	–	444 00	-	-	-	-	444 00
Drum and fife majors	2	16	–	–	–	384 00	-	-	-	-	384 00
Orderly sergeants and sergeants of guards at sea	27	16	–	–	–	5,184 00	-	-	-	-	5,184 00
Orderly sergeants, employed as clerks to colonel commandant, adjutant and inspector, and quartermaster	3	16	20	–	–	1,296 00	-	-	-	-	1,296 00
Sergeants	50	13	–	–	–	7,800 00	-	-	-	-	7,800 00
Corporals	80	9	–	–	–	8,640 00	-	-	-	-	8,640 00
Drummers and fifers	60	8	–	–	–	5,760 00	-	-	-	-	5,760 00
Privates	932	7	–	–	–	78,288 00	-	-	-	-	78,288 00
Clerk to paymaster	1	8 80	20	–	–	345 60	1	-	-	73 20	418 80
Amount required for two months' pay as bounty for re-enlistment, under act of 2d March, 1833	125	–	–	–	–	1,750 00	-	-	-	-	1,750 00
Amount required for payment of musicians and privates, retained pay, under act of 2d March, 1833	–	–	–	–	–	1,000 00	-	-	-	-	1,000 00
						141,995 60				21,081 65	163,077 25

F 2.—*Provisions.*

For whom required.	Enlisted men.	Washerwomen	Matron.	Servants.	Clerks.	Total.	Rations p. day at 12 cents per ration.	Rations p. day at 20 cents per ration.	Aggregate amount. Dolls. Cts.
For provisions for non-commissioned officers, musicians, privates, and washer-women serving on shore - - - - - - - -	581	39	1	-	-	621	1	-	27,274 32
For provisions for clerks and officers' servants - - - - -	-	-	-	68	4	72	-	1	5,343 40
Amount required for two months' rations for each soldier as premium for re-enlisting, agreeably to the act of 2d March, 1833 - - - - -	125	-	-	-	-	-	1	-	900 00
									33,517 72

F 3.—*Clothing.*

For whom required.	Enlisted men.	Servants.	Total.	Aggregate amount.
For clothing for the non-commissioned officers, musicians, and privates, at $30 each per annum - -	1,156	-	1,156	$34,680 00
For clothing for officers' servants at $30 each per annum - - - - - - - - -	-	69	69	2,070 00
Amount required for two months' clothing for each soldier as premium for re-enlisting, agreeably to the act of 2d March, 1833, at $5 each - - - - - - - - - - -	125	-	125	625 00
Clothing for paymaster's clerk at $30 per annum - - - - - - - - -	1	-	1	30 00
A mount required for the purchase of 200 watch coats, at $6 25 each - - - - - -	-	-	-	1,250 00
				$38,655 00

F 4.—*Fuel.*

For what purpose required.	Number.	Fuel for each.			Total fuel.			Aggregate am'nt.
		Cords.	Feet.	Inches.	Cords.	Feet.	Inches.	Dolls.
Colonel commandant	1	36	4	-	36	4		
Lieutenant colonel south of latitude 39	1	26	-	-	26			
Major south of latitude 39	1	26	-	-	26			
Majors north of 39 north latitude	3	29	-	-	87			
Captain north of latitude 43	1	24	4	8	24	4	8	
Captains north of latitude 39	2	23	6	-	47	4		
Captains south of latitude 39	3	21	2	-	63	6		
Staff south of latitude 39	3	26	-	-	78			
Staff north of latitude 39	1	29	-	-	29			
First lieutenant north of latitude 43	1	19	1	4	19	1	4	
First lieutenants north of latitude 39	6	18	4	-	111			
First lieutenants south of latitude 39	7	16	4	-	115	4		
Second lieutenant north of latitude 43	1	19	1	4	19	1	4	
Second lieutenants north of latitude 39	6	18	4	-	111			
Second lieutenants south of latitude 39	7	16	4	-	115	4		
Non-commissioned officers, musicians, privates, servants, and washerwomen, north of latitude 40	264	1	5	-	429			
Do do do south of latitude 40	414	1	4	-	621			
Clerk to the paymaster	1	2	2	8	2	2	8	
Matron to hospital	1	1	4	-	1	4		
Commanding officer's office at Portsmouth, N. H.	1	8	5	4	8	5	4	
Guard room at do	1	25	-	-	25			
Hospital at do	1	19	1	4	19	1	4	
Mess room at do	1	4	1	4	4	1	4	
Offices of the commanding officers and assistant quartermaster at Charlestown, New York, and Philadelphia	4	8	-	-	32			
Guard rooms at ditto	3	24	-	-	72			
Hospitals at ditto	3	18	4	-	55	4		
Mess rooms for officers at ditto	3	4	-	-	12			
Offices of the commandant and staff and commanding officer at head quarters, Norfolk and Pensacola	7	7	-	-	49			
Guard rooms at head quarters, navy yard, Norfolk and Pensacola	4	21	-	-	84			
Hospital at head quarters, two fires	1	33	-	-	33			
Hospitals at Norfolk and Pensacola	2	16	4	-	33			
Mess rooms for officers at head quarters, Norfolk and Pensacola	3	3	4	-	10	4		
Armory at Washington City	1	30	-	-	30			
					2421	4		
At $6 per cord, is	-	-	-	-	-	-	-	14.589

G.

LIST of vessels in Commission, of each Squadron, their Commanders and Stations.

Class.	Names.	Flag ships.	Commanders of vessels.	Commanders of squadrons.	Stations.
Ship of the line	Delaware -	Flag ship	Captain J. B. Nicolson - -	Com. D. T. Patterson -	Mediterranean—on her return to the United States.
Frigate -	Constitution -	Flag ship	Commodore J. D. Elliott -	Com. J. D. Elliott - -	Mediterranean—arrived at Gibraltar 11th September, 1835.
Do - -	Potomac -	-	Captain J. J. Nicholson - -	- - - -	Mediterranean.
Sloop - -	John Adams -	-	Master Comd't S. H. Stringham	- - - -	Do.
Schooner -	Shark - -	-	Lieutenant Ebenezer Ridgeway -	- - - -	Do.
Frigate - -	Constellation -	Flag ship	Commodore A. J. Dallas -	Com. A. J. Dallas - -	West Indies.
Sloop - -	St. Louis -	-	Master Command't L. Rousseau	- - - -	Do.
Do - -	Vandalia -	-	Do Thos. T. Webb	- - - -	Do.
Do - -	Warren -	-	Do Wm. V. Taylor	- - - -	Do.
Schooner -	Grampus -	-	Lieutenant Robert Ritchie -	- - - -	Do.
Sloop - -	Erie - -	Flag ship	Commodore James Renshaw -	Com. James Renshaw -	Coast of Brazil.
Do - -	Ontario -	- -	Master Comd't Wm. D. Salter -	- - - -	Do.
Frigate - -	Brandywine -	Flag ship	Captain D. Deacon - -	Com. A. S. Wadsworth -	Pacific.
Sloop - -	Vincennes -	-	Master Comd't J. H. Aulick -	- - - -	Do.
Do - -	Fairfield -	-	Do E. A F. Vallette	- - - -	Do.
Schooner -	Dolphin -	-	Lieutenant Charles H. Bell -	- - - -	Do.
Do - -	Boxer - -	-	Lieutenant Hugh N. Page -	- - - -	Do.
Sloop - -	Peacock -	Flag ship	Commodore E. P. Kennedy -	Com. E. P. Kennedy -	East Indies.
Schooner -	Enterprise -	-	Lieutenant A. S. Campbell -	- - - -	Do.

H.

STATEMENT showing the names, distribution, and condition of the vessels in ordinary.

At Portsmouth, N. H.

Concord, sloop of war, nearly ready for sea.
Lexington, sloop of war, repairs nearly completed.

At Charlestown, Mass.

Columbus, ship of the line, requires large repairs.
Independence, ship of the line, under repair.
Boston, sloop of war, nearly ready for sea.

At Brooklyn, N. Y.

Washington, ship of the line, requires very large repairs.
Franklin, ship of the line, requires very large repairs.
Ohio, ship of the line, requires large repairs; few of her equipments have ever been provided.
United States, frigate, nearly ready for sea.
Hudson, frigate, considered unfit for sea service.
Natchez, sloop of war, recently arrived, supposed to require considerable repairs.

At Philadelphia.

Warren, sloop of war, nearly ready for sea.
Cyane, sloop of war, condemned, as unfit for service.
Sea Gull, an old steam vessel, decayed and unfit for sea service.

At Gosport, Va.

North Carolina, ship of the line, under repair.
Guerriere, frigate, requires large repairs, or to be rebuilt.
Java, frigate, unfit for sea service,
Falmouth, sloop of war, requires large repairs.
Grampus, schooner, requires large repairs.

I.

STATEMENT of the vessels building at the different navy yards.

Those building under the laws for the gradual increase of the navy, are distributed as follows:

At Portsmouth, N. H.

One ship of the line, one frigate.

At Charlestown, Mass.

Two ships of the line, one frigate.

At Brooklyn, N. Y.

Two frigates, one steam vessel.

At Philadelphia.

One ship of the line, one frigate.

At Washington.

One frigate.

At Gosport, Va.

One ship of the line, one frigate.

All these vessels are under cover, and generally in good order, with the exception of their keels, keelsons, and deadwoods, of which some have been found to be defective.

There is building at Norfolk a frigate, under the authority of the act of Congress of July 10, 1832, to replace the Macedonian; she has a roof over her, and is in a state of perfect preservation.

K.

STATEMENT of the measures which have been taken to carry into effect the laws for the gradual increase of the navy, approved April 29, 1816, *and March* 3, 1821.

The ships of the line Columbus, North Carolina, and Delaware, have been built and in service for several years.

The ship of the line, Ohio, was launched in May, 1820, but has never been equipped, nor has her hull been completed: she now requires repairs.

The frigates Brandywine and Potomac have been completed, and employed for several years.

Five ships of the line and seven frigates remain upon the stocks, all under tight houses. They are generally sound and in good condition, with the exception of the keels, keelsons, and deadwoods, of which some have become defective, and will require to be replaced. The ships are all, however, so far advanced that it is believed they can be completed and equipped by the time that crews could be collected for them.

A steam vessel has been recently commenced, under this appropriation, at the navy yard at Brooklyn, and such arrangements made as the present state of the appropriation will justify. The amount in the treasury on the 1st of October, 1835, was but $156,261, and, as a part of this must necessarily be devoted to the completion of the frigate Columbia, which has been directed to be launched, some further provision will be necessary to com-

plete the steam vessel. This may be made by a direct appropriation, or, if admissible, by the transfer of materials purchased for "gradual increase," but which are not now wanted for that appropriation, to "repairs," for which they are required, and by transferring their value from the appropriation for "repairs" to the appropriation for "gradual increase."

Besides the articles which might be thus transferred with advantage, there are others to a large amount in the different navy yards that can be advantageously preserved for this special appropriation to which they belong.

The distribution of the ships building is shown in statement I.

It may be proper to remark that additional appropriations will be necessary before these vessels can be completed, as was more fully stated in a recent communication from the board.

L.

STATEMENT of the measures which have been adopted to carry into effect the laws for the gradual improvement of the navy, approved 3d March, 1827, and 2d March, 1833.

The live oak frames for four ships of the line, for seven frigates, and for four sloops of war, complete, have been delivered; the greater part of the frames of a frigate and sloop of war have also been delivered at the navy yard, Portsmouth, New Hampshire, and part of the frame of a sloop of war at the navy yard at Washington.

The complete frames are distributed as follows:

At the navy yard, Charlestown, Massachusetts, for two ships of the line, for two frigates, and for one sloop of war.

At the navy yard, Brooklyn, New York, for one frigate.

At the navy yard, Philadelphia, for two frigates and one sloop of war.

At the navy yard, Washington, for one frigate and one sloop of war.

At the navy yard, Gosport, Virginia, for two ships of the line, one frigate, and one sloop of war.

Contracts have been entered into, and have been in part executed, for the white oak and yellow pine timber, and for the copper and iron necessary to complete the hulls of these vessels, and for their masts and spars.

Dry docks at Charlestown, Massachusetts, and at Gosport, Virginia, have been built from this appropriation, and other expenses incurred, under the provisions of the law, for buildings to preserve the materials, for receiving and storing them, and for the purchase, selection, preservation and improvement of lands for the cultivation of live oak trees.

The cost of works and materials to the 1st of October, 1835, under this appropriation, have been as follows:

For the dry dock at Charlestown, Massachusetts, -	$677,089 78
For the dry dock at Gosport, Virginia, - -	974,356 69
For timber sheds and other buildings, - -	143,508 84
For receiving and storing materials, - -	142,894 59
For purchase of land, cultivation and preservation of live oak trees, - - - - - - - -	68,224 76
For 395,143 cubic feet live oak timber, - -	499,297 35

For 286,653 cubic feet white oak timber - -	$94,653 08
For 327,531 *superficial* feet white oak plank - -	17,304 25
For 7,718 white oak knees - - - -	42,803 87
For 251,056 cubic feet of yellow pine, for plank - -	79,936 37
For 120,595 cubic feet yellow pine, for masts and spars -	58,902 99
For 45,896 cubic feet yellow pine, for beams, &c. -	23,489 73
For 915,670 lbs. of iron - - - - -	34,384 02
For 826,449 lbs. of copper - - - -	173,244 73
Total - - - - - - -	$3,030,091 05
From which deduct reservations as security for completion of contracts not yet paid - - - - -	27,335 25
Leaves a balance of - - - - -	3,002,755 80
Which, deducted from the whole amount appropriated to the present time, equal to - - - - -	4,500,000 00
Leaves a balance of - - - - -	$1,497,245 20
Of which there remained in the Treasury on the 1st Oct. 1835, the sum of - - - - -	1,454,316 46
The balance, supposed to be in the hands of navy agents, is	42,929 34
Making a total, as above, of - - - -	1,497,245 20
Of this sum there will be required, to meet existing engagements under contracts, about - - - -	616,000 00
Leaving, for other purposes, about - - -	$881,245 20

Advertisements have been issued inviting offers for furnishing the live oak frames for five ships of the line, six frigates, five sloops of war, five schooners, and three steamers, which, if contracted for, will probably require about 600,000 dollars of the balance remaining, after meeting existing engagements.

M.

STATEMENTS showing the balance standing to the credit of the Navy Pension Fund on the 1st day of November, 1834; the amount of receipts and disbursements on account of said fund, from that date to the 1st of October, 1835; and the amount of advances to agents during the same period.

	I. Balance in the Treasury to the credit of the fund, on the 1st day of November, 1834, per Register's report - - - - - - -	-	$9,223 00
	II. Amount received into the Treasury since that time, from whom, and on what accounts, viz.		
1834.			
Nov. 28	From United States District Attorney, Baltimore, for part of balance recovered in a suit against Joseph D. Learned - - - - - -	$49 60	
Dec. 16	From the Secretary of the Navy, for sale of United States Bank stock - - - - - -	21,600 00	
31	From do. for do. do. - - - -	5,261 38	
1835.			
Jan. 19	From do. for dividends on United States Bank stock - - - - -	20,643 00	
29	From do. for interest on Maryland stocks -	3,562 87	
Feb. 5	From do. for interest on Pennsylvania stocks	5,311 73	
March 13	From Richard Smith, cashier, for balance due on settlement - - - - - - -	25	
April 1	From H. Tokand, navy agent, Philadelphia; refunded	200 00	
13	From the Secretary of the Navy, for dividends on Union Bank stock - -	300 00	
14	From do. for interest on Cincinnati corporation stock - - -	2,500 00	
June 6	From do. for sale of United States Bank stock	22,493 62	
July 10	From do. for interest on Maryland stock -	1,789 66	
21	From do. for dividends on U. S. B'k stock -	20,706 00	
August 5	From the Bank of Pennsylvania, for proceeds of property taken from the pirates and sold at Smyrna by the American consul - - - - -	145 00	
22	From the Secretary of the Navy, for interest on Pennsylvania stock - - - - - -	5,311 73	
25	From do. for interest on Maryland stock -	1,752 78	
	Total amount of receipts	-	$111,627 62
	III. Disbursements made from the fund, from the 1st day of November, 1834, to the 1st October, 1835, viz.		
1834.			
Dec. 1	Paid the Secretary of the Treasury, for eighty-five shares of United States Bank stock - -	8,500 00	
1	Paid Elizabeth Sevier, for five years' pension -	1,200 00	
1	Paid Susannah Taggart, (widow of S. A. Eakin,) for pension due her prior to her second marriage	256 67	
1835.			
Jan. 16	Paid Ann Stevenson, (widow,) for pension due her from 27th August, 1813, to the 1st January, 1835	5,122 64	
Feb. 11	Paid the Secretary of the Treasury, for 228 shares of stock of the Bank of the United States -	22,800 00	
25	Paid Abigail C. Fernald, for five years' pension -	360 00	
April 15	Paid the Secretary of the Treasury, for 40 shares of stock of the Bank of the United States - -	4,000 00	
May 28	Paid Hannah Hazen, for five years' pension -	360 00	
June 26	Paid Caroline M. Arnold, for balance of pension due to 11th March, 1835 - - - - -	79 82	

M—Continued.

1835.			
July 13	Paid the Secretary of the Treasury, for 110 shares of United States Bank stock - - - -	$11,000 00	
August 1	Paid do. for 170 shares of do. - - -	17,000 00	
Sept. 14	Paid do. for 80 shares of do. - - -	8,000 00	
August 7	Paid President of the Branch Bank of the United States, Washington, for balance due him for payments to pensioners - - - -	228 69	
	Total amount of disbursements	-	$78,907 82
	IV. Advances to agents to pay pensions, viz:		
1834.			
Nov. 11	To the President of the Branch Bank of the United States at Pittsburg, Penn. - - - -	36 00	
Dec. 13	To the President of the Branch Bank of the United States at Washington, D. C. - - - -	514 00	
13	To the President of the Branch Bank of the United States at New Orleans, La. - - -	200 00	
13	To the President of the Branch Bank of the United States at Savannah, Ga. - - - -	120 00	
13	To the President of the Branch Bank of the United States at Charleston, S. C. - - -	300 00	
13	To the President of the Branch Bank of the United States at Portsmouth, N. H. - - -	400 00	
13	To the President of the Branch Bank of the United States at Providence, R. I. - - -	500 00	
13	To the President of the Branch Bank of the United States at Norfolk, Va. - - - -	4,300 00	
13	To the President of the Bank of the United States, at Philadelphia, Penn. - - - -	2,000 00	
13	To the President of the Farmers' Bank at Newcastle, Del. - - - - - -	48 00	
13	To the President of the Trenton Banking Company, N. J. - - - - - -	36 00	
13	To the President of the Branch Bank of the United States at Hartford, Conn. - - - -	700 00	
13	To the President of the Branch Bank of the United States at Baltimore, Md. - - - -	2,200 00	
13	To the President of the Branch Bank of the United States at Cincinnati, Ohio - - - -	90 00	
13	To the President of the Branch Bank of the United States at Portland, Me. - - - -	450 00	
13	To the President of the Branch Bank of the United States at Pittsburg, Penn. - - - -	130 00	
13	To the President of the Branch Bank of the United States at New York, N. Y. - - -	5,000 00	
13	To the President of the Branch Bank of the United States at Louisville, Ken. - - -	800 00	
13	To the President of the Branch Bank of the United States at Boston, Mass. - - - -	3,000 00	
13	To the President of the Branch Bank of the United States at St. Louis, Mo. - - - -	36 00	
31	To the President of the Branch Bank of the United States at Washington, D. C. - - -	1,000 00	
1835.			
Jan. 9	To the President of the Branch Bank of the United States at Savannah, Ga. - - - -	120 00	
22	To the President of the Branch Bank of the United States at Portsmouth, N. H. - - -	182 00	
24	To the President of the Branch Bank of the United States at Mobile, Ala. - - - -	44 20	
Feb. 9	To the President of the Branch Bank of the United States at Portsmouth, N. H. - - -	100 00	
20	To H. Toland, navy agent, Philadelphia, Penn. -	200 00	
March 10	To Elias Kane, navy agent, Washington, D. C. -	40 00	

M—Continued.

1835.				
June	9	To the President of the Branch Bank of the United States at Boston, Mass.	$3,300 00	
	9	To the President of the Branch Bank of the United States at Norfolk, Va.	800 00	
	9	To the President of the Farmers' Bank at Newcastle, Del.	48 00	
	9	To the President of the Branch Bank of the United States at Portsmouth, N. H.	700 00	
	9	To the President of the Branch Bank of the United States, at Portland, Me.	600 00	
	9	To the President of the Branch Bank of the United States at New York, N. Y.	5,000 00	
	9	To the President of the Branch Bank of the United States at Louisville, Ken.	300 00	
	9	To the President of the Branch Bank of the United States at New Orleans, La.	50 00	
	9	To the President of the Branch Bank of the United States at St. Louis, Mo.	36 00	
	9	To the President of the Branch Bank of the United States at Mobile, Ala.	50 00	
	9	To the President of the Branch Bank of the United States at Baltimore, Md.	2,000 00	
	9	To the President of the Branch Bank of the United States at Cincinnati, Ohio	90 00	
	9	To the President of the Branch Bank of the United States at Providence, R. I.	700 00	
	9	To the President of the Branch Bank of the United States at Pittsburg, Penn.	158 00	
	9	To the President of the Branch Bank of the United States at Savannah, Ga.	300 00	
	9	To the President of the Branch Bank of the United States at Charleston, S. C.	180 00	
	9	To the President of the Trenton Banking Company, New Jersey	72 00	
	13	To the President of the Farmers' and Mechanics' Bank at Hartford, Conn.	200 00	
	29	To the President of the Branch Bank of the United States at Norfolk, Va.	600 00	
July	1	To the President of the Bank of the United States, at Philadelphia, Penn.	1,182 00	
	9	To the President of the Bank of the United States, at Philadelphia, Penn.	200 00	
	21	To the President of the Branch Bank of the United States at Baltimore, Md.	950 00	
Sept.	1	To the President of the Branch Bank of the United States at New York, N. Y.	240 00	
	3	To the President of the Branch Bank of the United States at New York, N. Y.	120 00	
	9	To the President of the Branch Bank of the United States at Louisville, Ken.	120 00	
	25	To the President of the Branch Bank of the United States, at Washington, D. C.	40 00	
		Total amount of advances	-	$40,582 20

TREASURY DEPARTMENT,
Fourth Auditor's Office, Nov. 12, 1835.

J. C. PICKETT.

M 1.

Amount and description of stocks belonging to the Navy Pension Fund, 1st November, 1835.

United States Bank stock - - - -	$619,100 00
Pennsylvania 5 per cents. - - - -	212,469 16
Maryland 5 per cents. - - - - -	140,220 72
Cincinnati 5 per cents. - - - - -	100,000 00
Washington Lottery stock, 5 per cent. - - -	59,472 40
Bank of Washington stock - - - -	14,000 00
Stock of the Union Bank, Georgetown - - -	15,000 00
	$1,160,262 28

N.

STATEMENTS showing the balance standing to the credit of the Privateer Pension Fund on the 1st day of November, 1834, the amount of receipts and disbursements on account of said fund from that date to the 1st of October, 1835, and the amount of advances to agents during that period.

	I. Balance in the Treasury to the credit of the fund on the 1st November, 1834, per Register's report -	-	$1,261 46
	II. Amount received into the Treasury since that time, from whom, and on what accounts, viz:		
1834. Dec. 16,	From the Secretary of the Navy, for sale of Maryland five per cent. stocks - - - -	$3,097 24	
1835. Jan. 29.	Do do for interest on Maryland stock -	319 31	
March 31,	Do do for sale of Maryland stock - -	528 68	
13,	Do R. Smith, cashier for balance at settlement -	11	
April 9,	Do Secretary of the Navy, for sale of Maryland stock	523 69	
May 21,	Do do do do -	1,057 35	
June 6,	Do do do do -	2,326 17	
July 10,	Do do for interest on Maryland stock -	106 43	
25,	Do do do do -	57 50	
Aug. 25,	Do do do do -	104 58	
			$8,121 06
	III. Disbursements made from the fund from the 1st day of November, 1834, to the 1st October, 1835:		
1834. Jan. 22,	Paid Mary Conklin, for five years pension - -	$1,200 00	
22,	Do Andrew Desendorf, for pension due him from the 4th July, 1829, to 1st of January, 1835 - -	263 47	
March 13,	Do Sally Thomas, widow, for 5 years pension -	360 00	
13,	Do Catharine C. McMurray do do -	480 00	
13,	Do Sally Mulloy do do -	360 00	
May 7,	Do Ann Bennett do do -	360 00	
21,	Do Patience Elden do do -	480 00	
30,	Do Rachel Ridley do do -	360 00	
Aug. 20,	Do President Branch Bank U. S. Washington, D. C. for balance due him on payments to pensioners to 1st January last - - - - -	72 00	
			$3,935 47
1833.	IV. Advances to agents to pay pensions, viz:		
Dec. 13,	To President Br. Bank U. S. Portsmouth, N. H. -	$600 00	
13,	Do do do Philadelphia - -	120 00	
13,	Do Br. Bank U. S. Providence, R. I. -	18 00	
13,	Do do do Baltimore - -	234 00	
13,	Do do do Portland, Maine -	504 00	
13,	Do do do New York - -	450 00	
13,	Do do do Boston - -	900 00	
March 14,	Do do do Washington - -	72 00	
June 9,	Do do do Boston - -	1,000 00	
9,	Do do do Portland, Maine -	300 00	
9,	Do do do New York - -	500 00	
9,	Do do do Providence, R. I. -	36 00	
9,	Do Bank of the U. S. Philadelphia - -	59 00	
July 3,	Do do do do - - -	218 00	
			$5,002 00

Five per cent. Maryland stock owned by the fund - - $3,367 05

TREASURY DEPARTMENT,
Fourth Auditor's Office, November 12, 1835.

J. C. PICKETT.

O.

Navy Hospital Fund.

Balance in the treasury November 1, 1834 - - -		$35,559 04
Repayments from November 1, 1834, to October 1, 1835 -		20,349 09
		55,908 13
Payments from November 1, 1834, to October 1, 1835 -		3,029 34
Balance, October 1, 1835 - - - - -		$52,878 79

P.

Suppression of the Slave Trade under act of March 3, 1819.

Dr.		*Cr.*	
1834, Nov. 19. To balance in the treasury this day,	$14,213 91	1834, Dec. 24. By bill of exchange of John B. Pinney, agent -	$149 91
		Dec. 29. By do. do. do. -	100 00
		" " By do. do. do. -	174 45
		1835, March 9. By do. -	150 00
	$14,213 91	Oct. 15. By do. do. do. -	150 00
		Nov. 11. By amount to balance - -	13,489 55
1835, Nov. 11. To balance in the treasury this day,	$13,489 55		$14,213 91

Q.

LIST of deaths in the navy of the United States, as ascertained at the Department, since the 1st of December, 1834.

Name and rank.	Date.	Cause.	Place.
CAPTAINS.			
B. V. Hoffman -	Dec. 10, 1834	– –	Jamaica, N. Y.
John D. Henley -	May 23, 1835	– –	On board the Vandalia at the Havana.
Wolcott Chauncey -	Oct. 14, do.	– –	Navy yard, Pensacola.
LIEUTENANTS.			
Wm. Taylor -	Jan. 13, do.	– –	Na'l hospi'l, Norf'k.

Name and rank.	Date.	Cause.	Place.
LIEUTENANTS.			
John Evans -	Feb. 5, 1835	– –	Naval hospital, Philadelphia.
Samuel B. Cocke -	May 31, do.	Consumption -	Portsmouth, Va.
David R. Stewart -	Aug. 6, do.	– –	Girgenti, coast of Sicily.
H. J. Auchmuty -	Oct. 8, do.	– –	West Chester co. N. Y.
SURGEONS.			
Gerard Dayers -	May 20, do.	– –	Roxbury, near Boston.
Hyde Ray - -	Sept. 7, do.	– –	Annapolis, Md.
ASSISTANT SURGEON.			
Frederick Wessels -	Nov. 15, 1835	– –	At sea, on board the Falmouth.
PURSER.			
George Beale -	April 4, 1835	– –	Washington.
PASSED MIDSHIPMAN.			
Wm. C. Farrar -	Feb. 24, do.	Killed by fall from a horse	Near St. Louis, Mo.
MIDSHIPMEN.			
John A. Jarvis -	1834		
David Irwin -	Oct. 8, do.	– –	Pensacola.
George Macomber -	Nov. 12, do.	– –	At sea, on board the Falmouth.
John Bannister -	June 3, 1835	– –	Rio de Janeiro.
Thos. W. Magruder	July 4, do.	Killed by accidental discharge of a gun -	Baltimore.
GUNNERS.			
Stephen Jones -	Feb. 8, 1834	– –	Norfolk, Va.
Francis Gardner -	May 1, 1835	– –	Buenos Ayres.
CARPENTER.			
Elliott Green -	Nov. 14, 1834	– –	At sea, on board the Falmouth.
MARINE OFFICER.			
2d Lt. P. M. W. Young	July 7, 1835	Consumption -	New York.

R.

LIST of resignations in the navy of the United States since the 1st *December*, 1834.

Names and rank.	When accepted.
ASSISTANT SURGEON.	
Henry De Witt Paulding - -	1st December, 1834.
PASSED MIDSHIPMAN.	
Wm. H. Burges - - - -	11th December, 1834.
MIDSHIPMEN.	
R. D. McDonald - - - -	26th December, 1834.
Henry C. Hart - - - -	29th December, 1834.
Albert Wadsworth - - -	19th January, 1835, declin accepting his appointmen
J. T. S. Collins - - - -	31st January, 1835.
F. V. Delbirge - - - -	14th February, 1835.
Charles Burdett - - - -	25th February, 1835.
Wm. H. Inskeep - - - -	20th March, 1835.
Wm. O. Slade - - - -	3d June, 1835.
A. B. Eustis - - - -	8th June, 1835.
Robert P. Welsh - - - -	6th July, 1835.
Wm. H. Pendleton - - -	7th July, 1835.
H. C. Tilghman - - - -	24th July, 1835.
Oliver Perry Baldwin - - -	8th August, 1835.
Baldwin M. Hunter - - -	20th August, 1835.
Alexander C. Blount - - -	19th October, 1835.
BOATSWAINS.	
George Blanchard - - -	4th May, 1835, as of Marc 1835.
Wm. Waters - - - -	5th June, 1835.
SAILMAKERS.	
Christian Nelson - - - -	7th August, 1835.
CARPENTER.	
L. Kervan, (acting) - - -	30th November, 1835.
MARINE OFFICER.	
Second Lieutenant Edgar Irving - -	27th February, 1835.

S.

LIST of dismissions from the navy of the United States since the 1st of December, 1834.

Names and rank.	Date of dismission.
MIDSHIPMEN.	
Thos. W. Gibson - - -	30th April, 1835.
Lewis M. Wilkins - - -	29th June, 1835.
Ninian E. Lane - - - -	11th July, 1835.
Robert R. Knox - - - -	11th July, 1835.
GUNNER.	
Samuel G. City - - - -	2d May, 1835.
CARPENTER.	
Elisha Ellis - - - -	23d May, 1835.
SAILMAKER.	
John Roser - - - -	16th May, 1835.

T.

Fourth report of F. R. Hassler, as superintendent of the survey of the coast, upon the operations performed in that work between the months of May and December, 1835*; with an estimate of the appropriation required for the next year's work.*

1. My report of last May has shown how much work had been prepared by the primary and secondary triangulations of the preceding year; the works of 1817, and all the works connected with them; and how these have been furnished with the most essential element of an accurate base line.

2. The map of assemblage joined to my last report, shows that near thirty maps were prepared to be executed last summer, if the appropriation had allowed to carry on the topographical works with the activity which I had contemplated, and which it would have been most economical to make immediately.

3. My report also stated the different direction which I was compelled to give to the work under the circumstances which I have there detailed, and I must take the liberty to refer to it.

4. This effect was still increased by the ordering of the schooner Experiment, in the coast survey work, to a station for which the necessary previous calculations had been deferred, with a view to begin the soundings of Long Island sound only next spring, as the state of the work, as well as of the appropriation, would naturally have dictated.

5. This circumstance necessitated me to stay in Washington with two assistants, all engaged in executing the calculations and projections, upon which all the detail works and soundings connected with it had necessarily to be grounded.

6. However, this delay gave me, also, the facility to attend more closely to the construction of standards of weights and measures, which is equally my task as the coast survey, according to the letter of the Treasury Department of 9th August, 1832; and upon which I render a separate account to the Treasury Department, under which it stands.

7. The reconnoitring and placing of signals for the junction of the survey of Maryland with the coast survey, by which the work is intended to be brought so much the quicker to the Chesapeake, as was always contemplated, could, on account of these circumstances, not be entered upon until in October, when Mr. Alexander joined me in Washington; from whence we proceeded, selecting stations and placing signals on both sides of the Patuxent and the western shore of the Chesapeake, until Philadelphia, when the press of time required me to go to New York, and I committed the further examination to some of the assistants in the coast survey.

8. The works performed by my assistants during the last season are as follows:

Captain Swift has extended the triangulation between Connecticut and Long Island from New Haven so far eastwardly as the main triangulation would allow. Besides his very laborious task of keeping the very extensive and complicated accountability over the coast survey expenditures, he has not been favored enough by the weather to present a completed result, though he has done much work. There are only two triangles required before a connected result can be presented; these works will then unite the work of New Haven with the eastern extremity of Long Island sound, near the Rhode Island State line.

Mr. Ferguson has made the secondary triangulation which is included in my main triangulation of 1817, covering all the inner bay of New York, and the surrounding elevations of New York and New Jersey.

Mr. Blunt has extended his triangulation, begun the year before, all over the part of Long Island west of the base line and Ruland's hill.

These two gentlemen joined these works by several stations common to both.

Mr. Renard has continued the topographical works which he had begun last fall over the whole extent of Mr. Blunt's triangulation on Long Island, and a great part of the bay of New York, until to the Neversinks, over an extent of about 80 miles of coast. In this course he has, besides, constantly worked jointly with Lieutenant Gedney, to furnish him with the necessary fixed points for his operations of soundings.

Lieutenant Gedney has finished the soundings which he had begun in Great South bay, and from thence continued westwardly along the coast until the light-house of Sandy Hook, including all the offings and outer bar of the bay of New York.

Lieut. M. Eakin has made the topographical detail survey from the neighborhood of Black rock westwardly, until Narroton, between the turnpike and the shore; always furnishing Lieutenant Blake with determined points to ground his soundings upon.

Lieutenant Blake has made the soundings of the shore of which Mr. Eakin made the topographical survey, and was proceeding to the opposite southern shore, when the weather became so unfavorable as to prevent his progress in the work there, because that part of the shore presented no safe enough harbor for his vessel.

Lieutenant Mackey, after having assisted in Washington in the projecting and laying out of points for different detail and sounding maps, proceeded to the north shore of Long Island, opposite to Lieutenant Blake's station; which he left afterwards, as Licutenant Blake did not work in that neighborhood, to make with him a small addition to Mr. Eakin's works towards the east, over the neighborhood of Bridgeport.

Midshipman Dahlgren continued with me all the time that the calculations and plottings lasted, occupied at these calculations, and, after that, joined Mr. Ferguson in his secondary triangulation, and the consequent calculations.

9. The maps thus produced are, of course, all upon too large a scale to be presented with this report, and are to remain in the office of the coast survey to be further worked out, and then to be employed when the whole of the country between New York and Block island, or that neighborhood, will be finished; to be formed in proper special and general maps over that whole part of the coast.

10. The copy of the map of assemblage, here joined, exhibits the works of this year, by its comparison with that presented last spring, by the sketches of the country surveyed topographically, and the detail triangles of those parts added this year, the intermediate previous secondary triangles presented last year being expressly omitted, and only the main triangulation of that part preserved, to show the connection.

11. It is now necessary to execute, if possible, in continued regular succession, all the topographical part of the country which is now covered by the primary and secondary triangulations, because the signals now standing present the proper facility and economy for the work, and also on account of the great chance of their being lost, by the want of respect paid to such public undertakings, and the consequently too frequent destruction of the signals, and even of the secret marks placed in the ground. It might be desirable that they could be properly protected by a special law, as that is the habit in Europe, where such well-secured triangulations exist, and are still daily making, from Sicily to Lapony, and from Brest and Ireland to Turkey and Petersburg.

12. Having thus rendered account of the faithful exertions and works of my assistants, it would be improper for me to omit mentioning how painful it is for me to see those of my assistants who are connected with the army or navy deprived of that additional remuneration which was stipulated for them at the beginning of the work, and which the so much increased personal expenditure and labor, by their assistance in the coast survey, deserve, by the application to them of a law of Congress of last winter, which I cannot conceive ever having been intended to apply to the case, in which they are, by the extra expenses unavoidable in the constant travelling life which they have to lead; and, particularly, it can never have been intended by it to load an officer from one department with a heavy responsibility for accountability upon funds under another department, which has, in the common order of things, no control over him. If this difficulty cannot be overcome otherwise, I would like to suggest the proposition of a special law to that effect.

13. The increase of compensation granted to the civil chiefs of secondary parties, on account of the unavoidable increase of their expenses in these situations, has been very gratifying to me as well as to them. I considered it an unavoidable and proper act of justice, so much the more, as even with

that none of the assistants in general are paid as high as they would be for similar works if in the employment of private companies of citizens.

14. In respect to myself, I do not like to do more than simply to state here the fact, that the allowance of $1,500, made to me for the personal expenses which unavoidably fall upon me in the coast survey, is entirely insufficient, as I had already in the beginning stated it would likely prove (letter of 12th August, 1832, printed document, page 87). This amount does but scantily cover the half of the difference between the life of a steady home and that which I have to lead in that work, which is, of course, what is to be compensated by this allowance. It is, besides, well known that the compensation of a chief engineer of a rail-road or canal is generally rated and paid at $6,000 per annum, and that many come much higher, though the requisite acquirements, labor, and responsibility, are by no means equal to what is required in the coast survey. That I have made great pecuniary sacrifices in this work since as early as 1811, is well enough known to many persons. I may therefore also hope that this subject will receive a more adequate consideration.

15. The Fourth Auditor's refusal to admit in the accounts of the accounting officer the whole of the expenses of certain operations, unavoidably necessary for the work, has laid great impediments in the way of the work. An officer in that situation cannot possibly have a just idea of the propriety of any operation in this work. In fact, none but the director of such a work is possessed of the data indispensable to assess a proper judgment upon the necessary operations, and the proper manner of performing them. By the measures of the Auditor, that officer would become the sole and full director of the work, which is entirely inadmissible; if the main direction of the work is intrusted to me, the minor consequences, and all the details of arrangements, must be understood as equally intrusted to me. I have, of course, by that, been obliged to refrain from taking in proper time a variety of measures beneficial to the work, and fully within the limits of the stipulations of the contract under which I work for the coast survey; the loss produced by the delay of the work has been very great, I might say upwards of $10,000, under the fallacious appearance of trifling economy. I hope that also this difficulty will be levied by the department, maintaining the exact observance of the contract with me, and, if needed for better information, ordering the impartial investigation which I have so long claimed, in order that the department may be furnished with more accurate data to assess a just judgment.

16. I am sorry to be obliged to repeat here again that the larger instrument, with which the main triangulation is to be continued, has not yet arrived from London. I have lately again taken measures to press its forwarding, by means of our Charge d'Affaires in London: I hope there will be no doubt of its arrival before the opening of the next campaign, when I shall make the most diligent and constant use of it; it is eminently calculated to accelerate the work, by its superior arrangements and accuracy. However, even if it had been here, I could not have ventured to go in the field with it last summer, on account of the insufficiency of the appropriation to bear the expenses, after what had been applied for the expenditures of the two vessels employed in the soundings, as it would have caused *the stopping of the whole work* for want of means.

17. My situation, and the state of the two works, of the coast survey and the construction of the weights and measures, standards, which are

equally under my charge, according to my contract with the Government, have been considerably complicated by the separation of the coast survey from the Treasury Department. Both works are equally in the interest of the commerce, and have no reference to the navy. The accurate survey of the coast is made with the view to protect the property afloat on vessels from shipwreck, and the regulation of the weights and measures, by establishing accurate standards, is to regulate the distributive justice in all commercial intercourse. The knowledge and a part of the means to be employed in the two works are the same; so much so, that when I procured the instruments for the coast survey, I procured equally the standards, and part of the means which are now employed, and indispensable, for the weights and measures. The reunion of the works in the Treasury Department would be a real advantage to both works.

18. With respect to the appropriation which it will be proper to propose to the session of Congress now opening, I am enabled to give more detailed information from the data which experience has furnished than it was possible to give last year, and to which may be attributed the insufficiency of the last year's appropriation. For the most advantageous and economical advancement of the work, it is very desirable and necessary to avoid it this year, on account of the great detriment which would accrue to the work from it. The following are the results which are presented by the different items:

1st. The expenses of each party of secondary triangulation have proved to be about $4,100 per annum; three parties have been annually engaged, and an equal number it is necessary to employ next year; their amount will, therefore, be -	$12,300
2d. The annual expenses of every topographical party have been at the rate of $4,000; the next year it will be necessary, for the best advantage of the work, to have five parties, amounting to - - - - - - -	20,000
3d. By the amount drawn from the last year's appropriation by the navy agent in New York, it appears that the two vessels have cost, during the time they have been employed, $16,124 33; at which rate, the same two vessels must be rated, for next year - - - - - -	20,000
4th. The main triangulation, according to the experience in 1833, and the nature of the work, and necessary persons and means to be employed, must be rated at - - - -	22,000
Instruments, telescopes, reflecting instruments, drawing implements of all kinds, books and other similar articles, ordered, and to be paid this year, and such as are still to be ordered, or constructed under my direction - - - - -	6,000
Field equipments, tents, stands, signals, and similar objects, to be procured or repaired, &c. - - - - -	3,000
Before the next appropriation will likely be made, there will probably be expenses incurred, to be covered by it, to the amount of - - - - - - - - -	4,000
Total, - -	$87,300

19. The paper which I handed in last winter, had for its object to show the regular appropriation which it would be most advantageous to make annually, for the proper advantages, and, as to the quantity of result, most economical prosecution of the work, which I estimated at $60.000 annually, unless it should be found proper in the greater extension of the work, to make a proportionate increase.

20. The appropriation, which was only $30,000, was still very much reduced by loading it with the item of the vessels, which had never before been taken into consideration, because it had always been intended to lay this expense upon the general naval appropriation. The deficit therefrom resulting, is evidently the cause of the increased amount proposed above, and so are the expenses of the vessels now to be taken into account.

F. R. HASSLER.

NEW YORK, *November* 22, 1835.

REPORT

OF

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 1, 1835.

To the PRESIDENT *of the United States:*

SIR: During the year ending 30th June, 1835, the post routes of the United States covered about one hundred and twelve thousand seven hundred and seventy-four miles.

In daily and less frequent trips, the mails were carried on these routes about 25,869,486 miles, viz.

16,874,050 miles in four horse post coaches and two horse stages.
7,817,973 do. on horses and in sulkies.
906,959 do. in steam-boats.
270,504 do. in rail-road cars.

The number of post offices on the 30th June last, was ten thousand seven hundred and seventy, being an increase of fifty-four within the preceding year.

The system upon which the books of the Department have always been kept, precludes an exact statement of the revenue and expenditure which have accrued within any given period. The following is believed to approximate nearly to the actual income and accruing responsibilities, for the two last fiscal years, viz.

Gross revenue for the year ending 30th June, 1834 -			$2,823,749 34
Compensation to postmasters - -	$897,317 29		
Incidental expenses - - -	87,744 27		
Transportation of the mails - -	1,925,543 52		
Total expenditure - - - -			2,910,605 08
Balance against the Department - - -			$86,855 74
Gross revenue for the year ending 30th June, 1835 -			$2,993,556 66
Compensation to postmasters - -	$945,417 84		
Incidental expenses - - -	92,924 92		
Transportation of the mails - -	1,719,007 32		
Total expenditure - - - -			2,757,350 08
Balance in favor of the Department - -			$236,206 58

In the first part of the year 1835, additional allowances were authorized, as is alleged, amounting, on the first of May last, to about $157,000, which have since been suspended, and do not enter into the foregoing statement. If finally admitted, they will reduce the balance in favor of the Department that year to about $79,000.

The old books will be closed, when all the pecuniary transactions of th department, prior to 1st July last, are brought upon them. Statement made out from those books, and other data, show the condition of th Department on that day to have been about as follows, viz.

Due to contractors and others - - - -		$792,381 9
Due to banks - - - - - -		272,000 0
Whole debt of the Department - - - -		1,064,381 9
Amount due to Department - -	$1,128,319 29	
Deduct for bad and doubtful debts -	131,327 36	
Debt esteemed to be good - -	996,991 93	
Cash on hand - - - -	43,689 40	
Whole available means - - - -		1,040,681 3
Balance of debt over available means on 1st July last -		23,700 5
If the suspended allowances be added - - -		157,000 0
It will make the debt exceed the available means on the first July last - - - - - -		$180,700 5

The accounts of the postmasters for the quarter ending 30th Septemb last, have been so far examined as to show satisfactorily, that the increas of gross revenue over that of the corresponding quarter of last year, is abou twelve per cent. The annual saving, in the recent letting of contracts, wa about $30,000. Predicated on an average increase of revenue throughou the current fiscal year of *ten* per cent. and on a saving of $25,000 whe the contracts recently let shall be executed with necessary alterations, a estimate of the gross revenue and accruing responsibilities for the ye ending 30th June, 1836, indicates the following results, viz.

Gross revenue for the year ending 30th June, 1836 -		$3,292,692 0
Compensation to postmasters - -	$1,039,958 00	
Incidental expenses - - -	70,000 00	
Transportation of the mails - -	1,706,507 00	
Total expenditure - - -		2,816,465 0
Balance in favor of the Department - -		$476,227 0

Although the whole of this sum may not be available, on account of th usual losses and defalcations, it is not doubted, that, aided by collections outstanding balances, it will be sufficient to pay off the debts of the Depar ment, and leave a considerable amount applicable to an extension of ma accommodations.

When the undersigned took charge of this Department, his attention w immediately called to the condition of its finances; but it was soon fou that no satisfactory account of its debts or its means could, within any sho period, be obtained from its books. It was only perceived from curre incidents and detached accounts, that the unsatisfied demands of contrac ors from every quarter of the country were daily accumulating; that the was a debt of near $300,000 due to banks; that the outstanding acce ances of the treasurer exceeded $390,000; that a considerable portion the revenue of some of the large offices for the present calendar year ha

een anticipated by drafts discounted in banks, which they had been instructed to pay at maturity; that additional allowances had been recently uthorized to a considerable amount; that to provide the means to meet ne demands on the Department at Washington, created by the system of cceptances, upwards of two thousand of the most considerable post offices ad been directed to deposite their income in banks; and that these means roving insufficient, the Department was subjected to continual embarassnent in devising ways and means to meet its engagements. At the same me, it was believed on all hands that the current revenue of the Departnent considerably exceeded its current expenditure, and that the aggregate f debt was in progress of diminution. In this state of things, it was deemed xpedient to make an effort to extricate the Department from its embarrassnents. The measures resorted to for that purpose were as follows, viz.

1. A suspension of all recent allowances from the credit of the contractors.

2. A refusal to accept or pay any drafts drawn on the Department, except y special arrangement.

3. The application of the income of the current quarter, to the payment f that quarter's expenses, the surplus only to be applied to the payment of re-existing claims.

4. The introduction of a system which should effect a more prompt colction and application of the current income of the Department.

The allowances suspended amounted to about $157,000. Without eference to their merits, it was believed that a preference ought to be given other claims in making payment.

The discontinuance of acceptances was essential to enable the Departnent to command its means. A revenue arises wherever the mails are rried; and it would seem obviously appropriate, as well as convenient, hat the services of contractors should be paid for in the sections of country here they are rendered, and, as far as practicable, out of the income which ey produce. But the practice of suffering the contractors to draw for eir pay, subjected the Department to the inconvenience of collecting its nds from the post offices throughout the Union, and transferring them to Vashington to meet the drafts. The slowness and uncertainty of this opetion made it an insufficient reliance to meet its acceptances, produced the ecessity of looking elsewhere for the means, and rendered it difficult to anage its finances with any convenience or regularity.

By paying the expenses of the current quarter at its close, and announcg a determination to pay in like manner at the close of each succeeding ne, applying only the surplus to the discharge of former debts, it was lieved that the credit of the Department would immediately be elevated, nd thenceforward sustained.

Orders to deposite in banks, and drafts on postmasters in favor of conactors, constituted the system of collection found in operation. Upwards two thousand post offices had orders to deposite, and upwards of eight ousand were instructed to retain their postages till drawn upon. Many of e deposite offices were dilatory, and defalcation among them was not ncommon. Many of the other offices were not drawn upon for several uarters, on account of the smallness of their income or other circumstances. he necessities of the Department compelled it to draw on the more produce offices at the end of each quarter, before their accounts could be djusted; and its drafts being predicated on estimates, could not be for the act sum in hand. To avoid the danger of a protest, in consequence of

drawing for too much, the treasurer generally drew for too little, thereby leaving small balances in all the draft offices also. There were, consequently, balances remaining in the hands of more than eight thousand postmasters, which. though generally small, amounted, in the aggregate, to a large sum.

For the purpose of promptly bringing into action the means of the Department, at the end of each quarter, the undersigned divided the offices into three classes. The first class, called "collection offices," are upwards of nine thousand in number. The postmasters of this class have been instructed to pay on demand, at the close of each quarter, the whole amount due to the Department of the postages of that quarter, to the contractors who carry the mails along their respective routes, and forward their receipts to the Department. The contractors are instructed to forward acknowledgements, setting forth the whole amount received from each and all the postmasters, and to report forthwith every postmaster who fails to pay, and his reasons therefor, if known to them. To secure promptness and fidelity on the part of the contractors, they are permitted to collect only from so many postmasters as may pay them about seventy-five per cent. of their quarterly compensation, and they are informed that the balance will not be paid them until they have collected from every office on their list, or shown, by reporting the delinquent postmasters, that they have used due diligence to do so, and are not in fault for the failure.

The second class, called "depositing offices," about five hundred and fifty in number, are instructed to deposite their income in banks, quarterly, monthly, or weekly, according to its amount. This class embraces all the large offices, and most others which can as easily deposite as pay to contractors, together with the most considerable offices on interior routes, which yield a surplus revenue, and whose proceeds cannot be used in paying the contractors who supply them.

The third class, called "draft offices," about two hundred and fifty in number, embrace those not convenient to banks, whose proceeds cannot be paid over to contractors at the close of the quarter, without danger of their being overpaid, but may generally be drawn for, in whole or in part, to pay the balances due after giving the contractors credit for all their collections.

The interest of the contractors induces them promptly, after the quarter ends, to push their collections, and report all delinquents. During the same time, the depositing offices are placing their funds in the banks. When the contractor's acknowledgement for moneys collected comes in, his account is examined. If the balance due, or any part of it, can be paid by draft on one or more of the draft offices, it is done, and that which cannot be so discharged, is paid by check on some convenient bank.

The results anticipated from these measures have been fully realized. On the 1st of July last, payments on claims accruing prior to the preceding quarter, were suspended, and all the energies of the pay clerks were devoted to paying the debts of that quarter. These payments were completed on the 19th day of August, leaving a considerable amount of funds in bank.

The payment of the old debts was then resumed. From that moment the Department was disembarrassed. In no instance since, has the payment of any claim been refused for the want of funds.

On the first of October last, the new system of collection came into action. Encouraged by its favorable operation, and finding the funds of the Department in bank to exceed $140,000, the undersigned, on the 18th

the last month, directed the payment of the bank debts in Baltimore and Boston, amounting to $67,304 38.

The entire debt on the first of July, as above stated, was $1,064,381 92

Of this debt there has been paid out of postages accruing before 1st July, about the sum of - - - - - $409,991 34

Out of postages accruing since first July, the sum of - - - - - 187,086 14 597,077 48

Old debt remaining unpaid on this day, about - - $467,304 44

Of this debt, about $205,000 is due to banks, and the balance to contractors and others.

The statements of the amount of debt, and the amount paid out of postages accruing prior to the 1st of July, are not supposed to be exact, but they do not vary materially from the actual amounts.

The result of these operations is:

That the claims of contractors and others against the Department, arising within the quarter ending 30th June last, have been paid, with the exception of a few suspensions.

That the claims arising within the quarter ending 30th September last, have been paid as far as they were ready for adjustment.

That one hundred and eighty-seven thousand and eighty-six dollars of the pre-existing debt have been paid out of postages accruing since 30th June last.

That the funds in bank on this day, are seventy-three thousand seven hundred and thirty-seven dollars.

The payment of an amount of the old debt so far beyond the available surplus of the last quarter, leaving a large sum on hand, will create no surprise, when it is recollected, that in addition to that surplus, the Department has been able to avail itself of a considerable amount stopped from contractors, on account of overpayments, and a still larger sum, arising from the deposites of the weekly and monthly depositing offices, on account of the current quarter.

The debt of the Department, except that portion of it which is due to banks, and the suspended allowances, is now perfectly manageable, and cannot hereafter embarrass its operations. The bank debt is reduced to about $205,000.

The following statement of the quarterly income and expenditure of the Department for the last two years, which, though not accurate, may be relied upon for all practical purposes, will more fully show the progress of its financial concerns, and its prospect of speedy redemption from debt:

	Gross revenue.	Expenditure.	Excess of revenue.	Excess of expenditure.
1833. Sept. 30	$655,242 88	$746,098 15	-	$90,855 27
Dec. 31	720,209 27	747,415 52	-	27,206 25
1834. Mar. 31	729,600 51	699,205 86	$30,394 65	
June 30	718,696 00	717,885 09	811 00	
Sept. 30	725,273 03	703,494 75	21,778 28	
Dec. 31	724,542 34	701,497 08	23,045 26	
1835. Mar. 31	763,494 47	680,652 66	82,841 81	
June 30	780,046 82	671,705 59	108,341 23	

As it has already been ascertained, from examinations of the returns, that the revenue of the last quarter exceeds that of the corresponding quarter of the last year about twelve per cent. it may be safely stated that the surplus of revenue over expenditure for that quarter will be about 120,000 dollars; and that there was on the 30th September last a surplus of available means over the whole debt of the Department amounting to about 100,000 dollars. It is confidently expected that this surplus will be increased at the end of the current quarter to about 220,000 dollars, and at the end of the next quarter to about 340,000 dollars. The old debts, due to contractors and others, are now paid as fast as they are presented, and can be adjusted; and the accumulation of funds, notwithstanding these payments, is so considerable, as to justify a belief, that 100,000 of the remaining bank debt may be paid in January next, and the balance in April.

The undersigned takes pleasure in presenting you with the data which justify this anticipation. He is happy to say that, so far from needing any pecuniary aid from the Treasury, the Department may be presented to Congress before the termination of their approaching session substantially free from debt, with a clear annual surplus exceeding $400,000, applicable to the establishment of new mail routes and the improvement of old ones. Even should the suspended allowances be finally paid, the anticipated result cannot be delayed beyond the month of July, 1836.

A balance of the books of this Department has not been effected for about twenty years. After full consideration of the subject, it was deemed expedient to close them, and open a new set from the 1st of July, 1835. The balances of accounts are not carried forward from the old books to the new, but all collections made of moneys due before that day are credited to an account headed "Arrearages," on the new books; and all payments made on debts contracted prior to that day, are charged to the same account. That account, when closed, will show the exact amount of debt and of available means at the commencement of the present fiscal year: facts, which cannot be sooner ascertained with exactitude.

In keeping the new books, an attempt is making, through the agency of general accounts, to show, specifically, from what sources the revenue of the Department is derived, and to what purposes it is applied. The accruing revenue is credited to general accounts, headed "*Letter Postages*," "*Newspapers and Pamphlets and Fines.*" The expenditures are charged to general accounts, headed "*Compensation of Postmasters*," "*Transportation of the Mails*," "*Ship, Steam-boat, and Way Letters*," "*Wrapping Paper*," "*Office Furniture*," "*Advertising*," "*Mail Bags*," "*Blanks*," "*Mail Locks and Keys, and Stamps*," "*Mail Depredations, and Special Agents*," "*Clerks, &c. for Offices*," and "*Miscellaneous.*" When the entire business of a quarter is brought upon the books, the credit general accounts will be balanced by transfer to the credit of a general account, headed "Post Office Department," which will thus exhibit, at a glance, the entire income of the Post Office Department for the quarter, and the sources whence it is derived. In like manner, the debit general accounts will be closed by transfer to debit of "Post Office Department," which will thus show, on a single page, the whole expenditures of the quarter, with the objects of expenditure. The balance of this account, thus made up, will exhibit the condition of the Department at the end of each quarter.

It has long appeared to the undersigned that, by a system of this kind, the application of the public moneys may be shown more specifically than by any other system of specific appropriation.

The efficiency of a Department, with so many thousand agents in its employment, essentially depends on the vigilance and energy of the directing and supervising power. Impressed with this conviction, it is the policy and the effort of the Department to make the supervision so complete, that every individual in its service, shall feel that he acts directly under the eye of some of its officers or clerks.

To secure promptitude in the rendition of accounts, the postmasters, with the exception of a few at the large offices, have been required to forward their accounts within two days, or by the first mail, after the close of each quarter. As a means of enforcing this requisition, the post offices are divided into four classes, in reference to their distance from Washington, and other circumstances. For the arrival of the accounts of the first class, ten days are allowed; for the second, twenty; for the third, thirty; and for the fourth, forty. It is made the special duty of a clerk to note the day on which each quarterly return arrives, and promptly call all delinquents to account, when the allotted time shall have expired. This plan of supervision was put in operation at the commencement of the present quarter.

To produce an ever active supervision over contractors, it is made the duty of postmasters at the ends of all post routes to keep, and return to the Department, weekly or monthly, according to the importance of the route, registers, showing the exact time of arrival and departure of every mail, with such remarks as the occasion may require. It is made the duty of a clerk in each division to see that the postmasters keep and return these registers, to examine them when returned, and note all delinquencies of contractors. This plan is not yet in full operation.

It is intended to apply the same principle of strict supervision to the return of receipts by postmasters, to the making of deposites by the depositing offices, and the forwarding of certificates of deposite; to the printing and furnishing of blanks; and, as far as practicable, to all services required by law and the regulations of the Department.

Sufficient attention has been given, by the undersigned, to the manner in which newspapers and other printed matter are conveyed by mail, to satisfy him that it is radically defective. No supervision or power of punishment, exercised or possessed by the Postmaster General, is adequate to prevent, on some occasions, the canvass bags, in which printed papers are stowed, from being left behind, so long as they are carried separately from the letter mails, or on the outside of coaches and stages. To prevent the evil, in some degree, it has been provided in the contracts lately awarded on the main routes to the west, that, on the outward trip, no passengers shall be carried in the inside of the mail coach, but that it shall be devoted exclusively to the mails; and on similar routes along the sea-board, the same restriction will be applied in both directions. It is believed that the enforcement of the contracts, in this respect, will ensure the safe conveyance of the newspapers as far as they travel on these routes.

A further improvement in this respect, is anticipated from arrangements now in progress to run steam-boat mails on the western rivers during the season of steam-boat navigation, and on a portion of the Mississippi during the whole year.

It is well known that an immense correspondence is carried on during the business season in steam-boats upon these waters. So long as the Department has no mails upon the rivers, it is difficult, if not impracticable,

to enforce the Post Office laws, and bring the letters so transmitted into the post-offices. Regular lines of boats are now formed and forming on the Ohio and Mississippi rivers. A contract has been made with the owners of one of these lines to carry a mail three times a week between Pittsburg and Cincinnati, during the season of navigation, for $1,800 a year. A proposition has been received and accepted to convey a mail, except when prevented by ice, on the Ohio and Mississippi rivers, between Louisville and St. Louis, three times a week, and between Louisville and New Orleans three times a week during the business season, and twice a week during the rest of the year, touching at all the considerable intermediate points, for $30,000 a year for the whole service. It is in contemplation to put this mail into operation early in the coming year. From giving regular river mails to the business of the west, it is expected that they will convey almost the entire correspondence upon those waters, and increase the revenues of the Department in a sum at least equal to their cost. This facility being furnished to the community, the post-office laws can, with more propriety, be enforced in relation to letters conveyed in other boats. Nor is it one of the least advantages anticipated from these mails, that they will relieve the land mails in the west and southwest of an immense mass of mail-matter, and render its conveyance more safe at the seasons when the roads are most difficult, and in the Mississippi country, during the whole year.

The multiplication of rail-roads will form a new era in the mail establishment. They must soon become the means by which the mails will be transported on most of the great lines of intercommunication, and the undersigned has devoted some attention to the devising of a system which shall render the change most useful to the country.

The cities and large towns on the great lines constitute centres from which the mails diverge, to pervade and supply the surrounding country. At these points, generally, are the distributing post offices. The great whole will evidently be most speedily and effectually served, by causing the mails to pass, with all possible expedition, by night and by day, along the main lines through these numerous centres, stopping for no local object, and pausing at the distributing offices only long enough to exchange mails. The distribution through the country around must be made after the great mail has passed on, by means of coaches, stages, or other vehicles, and horses, as the interest of the Department and the country may mutually require. Or if any intermediate offices be supplied by the rail-roads, it should be those only where the cars stop, unless a mode of exchanging mail bags without stopping, can be introduced for the accommodation of others.

The means of transportation between Washington and Boston are now so complete, that this system might be advantageously introduced, at least during the season of steam-boat navigation. The time occupied in passing from Washington to Baltimore, by the rail-road, is but two and a half hours. To pass from Baltimore to Philadelphia by steam-boats, and the Newcastle and Frenchtown rail-road, requires about nine hours. From Philadelphia to New York by the Camden and Amboy rail-road and steam-boats, occupies about eight hours; from New York to Providence about fifteen hours; and from Providence to Boston, two and a half hours. The travelling hours from Washington to Boston are but about thirty-seven. Allowing half an hour at Baltimore, Philadelphia, New York, and Providence, each,

for exchange of mails, the time occupied in transmitting a mail from Washington to Boston would be thirty-nine hours.

This is the speed of present conveyances. In the course of next year, it is expected that Baltimore and Philadelphia will be connected by rail-road, when the time occupied in passing from city to city, will not exceed six hours. New York will soon be connected with Boston by similar roads, when the time occupied between them will not exceed fifteen hours. So that when a rail-road line from Washington to Boston shall be completed, a mail may pass from the one to the other, in thirty-four hours at most: and probably, in a few years, from the progressive improvements of locomotives, in less than thirty hours.

Within the quarter of the Union embraced in the recent letting of contracts, there are several rail-roads. Some of them made no offers, and the rest demanded prices far beyond the usual cost of transporting the mails on the same routes heretofore, and beyond what was asked by individual citizens. Anxious to give the mails the greatest possible expedition between Washington and New York, the undersigned made an effort to bring the companies, in whose hands are the means of conveyance on that great line, to act in concert with each other and with the Department, by which means two daily mails might be run through that line, performing the trip each way, and conveying passengers from city to city in about twenty-three hours. The effort failed in consequence of the very heavy compensation asked by them.

Not despairing of being able to induce the companies to take a more enlarged view of their own and the public interest, and to abate materially in the amount of their demands, the undersigned sent his chief clerk to confer with the managers of all the rail-roads on the line, whether finished or not, with a view to ascertain whether any reasonable arrangements could be made with them, present or prospective, for the conveyance of this important mail. Although the agent performed the service with distinguished zeal and ability, his efforts were almost wholly fruitless.

The company owning the rail-road between Washington and Baltimore, demanded $10,000, or about $250 per mile, merely to haul one daily mail from depot to depot, without other responsibility; and $14,000 for two daily mails.

The companies owning the several rail-roads now constructing from Baltimore to Philadelphia, demanded $30,000, or upwards of $320 per mile, to haul one daily mail from city to city.

The company owning the Camden and Amboy road, demanded $26,000, or near $300 per mile for one daily mail, and $3,000 for a second.

The companies composing the upper line through New Jersey, demanded $23,000, or about $250 per mile for the conveyance of one daily mail, and $8,000 for a second.

Aware that the Committee on the Post Office and Post Roads of the House of Representatives had had the subject of the transportation of the mails on rail-roads under consideration at the last session, and had unanimously proposed to restrict the Department to seventy-five dollars per mile for the service; and, moreover, considering the sums demanded disproportionate to the service, and wholly unreasonable, the undersigned determined not to accept any of the propositions.

To leave no means unessayed, however, to form a satisfactory arrangement, he offered a contract for merely hauling a box, containing the mail

from depot to depot daily, to the Baltimore and Washington Rail-road Company at $100 per mile, which they promptly declined.

The undersigned does not intend to pay the prices demanded by these companies, unless directed to do so, by those who have a right to control him. He will sooner put post coaches or mail wagons on the old roads, and run them there until public opinion, or the voice of superior authority, induces the associations, which have been permitted to monopolize the means of speedy conveyance on these routes, to abate in their terms. To enable you to present the whole subject to the Legislative body, a copy of the instructions to the agent, and his correspondence with the companies, and the subsequent correspondence of the Department with them, is herewith submitted.

The undersigned is happy to state, that indications of a spirit more in accordance with the great object of public accommodation which has induced the Legislatures of the States to sanction the construction of these improvements by private companies, have manifested themselves in other quarters. The Boston and Providence Rail-road Company have intimated a willingness to carry two daily mails between those cities, embracing the New York steam-boat mail, for $2,000 a year, being at the rate of about $25 per mile for a single mail, and a contract has been authorized.

The New Jersey Rail-road Company, whose road, when completed, will extend from Jersey City to New Brunswick, have offered to carry the great mail from New York along their road one year, at $100 per mile, or four years at $150, and to carry two mails for $200.

The company owning the Portsmouth and Roanoke road, have contracted to convey the mail, three times a week, from Norfolk to Halifax, N. C. a distance of ninety miles, for the compensation paid the former contractor, which is equal to about $26 per mile, the mail to be conveyed on their rail-road as far as completed.

The Tuscumbia, Courtland and Decatur Rail-road Company have offered to carry the mail, three times a week on their road, at the lowest rate of post coach transportation in the southern States, which amounts to about $26 per mile.

It is conceded that the mails carried on all these roads, except the New Jersey road, are much less than the great mail between Washington and New York, but they probably bear a greater proportion to that mail than the compensation asked for the former service does to that offered by the Department for the latter.

Referring to the instructions given to his agent, for his further views in relation to the rail-road companies, the undersigned submits the question to your disposition, and will await the instructions of Congress as to the course hereafter to be pursued with these companies and other monopolies of like character; in contracting with which, the Department is unable to avail itself of the spirit of moderation superinduced by an active competition. Indeed, the Post Office law, so far as it relates to the advertising and making of contracts, is predicated on the expectation that there would be a general competition for them, and does not provide for cases where the Department has to deal with monopolies; no such state of things having then been anticipated.

A new question has arisen in the administration of this Department. A number of individuals have established an association in the northern and

eastern States, and raised a large sum of money for the purpose of effecting the immediate abolition of slavery in the southern States. One of the means resorted to, has been the printing of a large mass of newspapers, pamphlets, tracts and almanacs, containing exaggerated, and in some instances, false accounts of the treatment of slaves, illustrated with cuts, calculated to operate on the passions of the colored men, and produce discontent, assassination, and servile war. These they attempted to disseminate throughout the slave-holding States by the agency of the public mails.

As soon as it was ascertained that the mails contained these productions, great excitement arose, particularly in Charleston, S. C. and to ensure the safety of the mail in its progress southward, the postmaster at that place agreed to retain them in his office, until he could obtain instructions from the Postmaster General. In reply to his appeal, he was informed that it was a subject upon which the Postmaster General had no legal authority to instruct him. The question again came up from the Postmaster at New York, who had refused to send the papers by the steam-boat mail to Charleston, S. C. He was also answered that the Postmaster General possessed no legal authority to give instructions on the subject; but as the undersigned had no doubt that the circumstances of the case justified the detention of the papers, he did not hesitate to say so. Important principles are involved in this question, and it merits the grave consideration of all departments of the Government.

It is universally conceded that our States are united only for certain purposes. There are interests in relation to which they are believed to be as independent of each other as they were before the constitution was formed. The interest which the people of some of the States have in slaves, is one of them. No State obtained, by the Union, any right whatsoever over slavery in any other State; nor did any State lose any of its power over it within its own borders. On this subject, therefore, if this view be correct, the States are still independent, and may fence round and protect their interest in slaves, by such laws and regulations as, in their sovereign will, they may deem expedient.

Nor have the people of one State any more right to interfere with this subject in another State, than they have to interfere with the internal regulations, rights of property, or domestic police, of a foreign nation. If they were to combine and send papers among the laboring population of another nation, calculated to produce discontent and rebellion, their conduct would be good ground of complaint on the part of that nation; and in case it were not repressed by the United States, might be, if perseveringly persisted in, just cause of war. The mutual obligations of our several States to suppress attacks by their citizens on each other's reserved rights and interests, would seem to be greater, because, by entering into the Union, they have lost the right of redress which belongs to nations wholly independent. Whatever claim may be set up or maintained, to a right of free discussion, within their own borders, of the institutions and laws of other communities over which they have no rightful control, few will maintain that they have a right, unless it be obtained by compact or treaty, to carry on such discussions within those communities, either orally or by the distribution of printed papers, particularly if it be in violation of their peculiar laws, and at the hazard of their peace and existence. The constitution of the United States provides that "the citizens of each State shall be entitled to all privileges

and immunities of citizens in the several States;" but this clause cannot confer on the citizens of one State, higher privileges and immunities in another, than the citizens of the latter themselves possess. It is not easy, therefore, to perceive how the citizens of the northern States can possess, or claim, the privilege of carrying on discussions within the southern States, by the distribution of printed papers, which the citizens of the latter are forbidden to circulate by their own laws.

Neither does it appear that the United States acquired by the constitution any power whatsoever over this subject, except the right to prohibit the importation of slaves after a certain date. On the contrary, that instrument contains evidences that one object of the southern States in adopting it, was to secure to themselves a more perfect control over this interest, and cause it to be respected by the sister States. In the exercise of their reserved rights, and for the purpose of protecting this interest, and ensuring the safety of their people, some of the States have passed laws prohibiting, under heavy penalties, the printing or circulation of papers like those in question, within their respective territories. It has never been alleged that these laws are incompatible with the constitution and laws of the United States. Nor does it seem possible that they can be so, because they relate to a subject over which the United States cannot rightfully assume any control under that constitution, either by law or otherwise.

If these principles be sound, it will follow that the State laws on this subject are within the scope of their jurisdiction, the supreme laws of the land, obligatory alike on all persons, whether private citizens, officers of the State, or functionaries of the General Government.

The constitution makes it the duty of the United States "to protect each of the States against invasion, and on application of the Legislature, or of the Executive, (when the Legislature cannot be convened,) against domestic violence." There is no quarter whence domestic violence is so much to be apprehended in some of the States, as from the servile population operated upon by mistaken or designing men. It is to obviate danger from this quarter, that many of the State laws, in relation to the circulation of incendiary papers, have been enacted. Without claiming for the General Government the power to pass laws prohibiting discussions of any sort, as a means of protecting States from domestic violence, it may safely be assumed that the United States have no right, through their officers or departments, knowingly to be instrumental in producing, within the several States, the very mischief which the constitution commands them to repress. It would be an extraordinary construction of the powers of the General Government, to maintain that they are bound to afford the agency of their mails and post offices, to counteract the laws of the States, in the circulation of papers calculated to produce domestic violence, when it would, at the same time, be one of their most important constitutional duties to protect the States against the natural, if not necessary, consequences, produced by that very agency.

The position assumed by this Department, is believed to have produced the effect of withholding its agency, generally, in giving circulation to the obnoxious papers in the southern States. Whether it be necessary, more effectually to prevent, by legislative enactments, the use of the mails, as a means of evading or violating the constitutional laws of the States, in reference to this portion of their reserved rights, is a question which, it appears to the undersigned, may be submitted to Congress, upon a statement of the facts, and their own knowledge of the public necessity.

The experience of the undersigned has confirmed his prior impressions, that the Post Office Department requires reorganization. The arrangement of the administrative branch of the Department, is not particularly objectionable; but the organization of its financial branch is neither convenient nor safe, and it may be doubted whether it be constitutional.

It is not convenient, because it imposes on the Postmaster General, whose administrative duties are sufficient for any one man, the responsibility of settling near fifty thousand accounts annually, and disbursing upwards of two millions of dollars.

It is not safe, because the entire nett revenue of the Department, which now exceeds $2,000,000 annually, is by law, put at the disposition of the Postmaster General, subject to be paid over to his check, draft, or order, without other safeguards than those he chooses to impose on himself.

It is of doubtful constitutionality, because the constitution requires that "no money shall be drawn from the Treasury, but in consequence of appropriations made by law," thereby presupposing that the revenues of the Government are first paid into the Treasury, whereas no part of the tax collected from the people in postages, amounting now to more than $3,000,000 annually, ever appears upon the Treasury books, and it is all expended without appropriation. If so large a revenue may be properly raised and expended, without going into the Treasury, by one department of the Government, it is not perceived why the other departments may not be authorized to sustain themselves in a similar way, thus evading entirely the constitutional provision. The more safe construction would seem to be, that all moneys collected by the Government, whatever may be the mode, shall, in the legal acceptation of the phrase, be paid into the Treasury, to be expended in conformity with appropriations made by Congress.

There would be nothing impracticable, or seriously inconvenient, in the application of this principle to the revenues of the Post Office Department. To effect this object it is not necessary that the moneys be collected and deposited in banks or any other designated place, or that the existing system of collection should be deranged. Almost a third of the gross revenue is absorbed in commissions to postmasters, and the expenses of their offices. Upon settlement of the postmasters' accounts, the sums thus expended may be carried to the debit and credit of the Post Office appropriation at the same time. The amounts received by contractors from postmasters may be disposed of in a similar way. The result would be, that although the treasurer would have open accounts only with the deposite banks of the Post Office, his books would exhibit the whole amount received from the people, and expended by the Government, on account of the mail establishment.

There is another feature in which the present organization of the Post Office Department is defective and unsafe. It is believed to be a sound principle, that public officers who have an agency in originating accounts, should have none in their settlement. The War and Navy Departments are in general organized upon this principle. In the orders, contracts and regulations of the heads of those departments, or their ministerial subordinates, issued and made in conformity with law, accounts originate; the moneys are generally paid by another set of agents but partially dependent on the heads of the departments: and the accounts are finally settled by a third set who are wholly independent of them. If from any cause, an illegal expenditure be directed by the head of a department, it is the duty of the disbursing agent not to pay the money; and if he does pay it, it is the duty

of the Auditors and Comptrollers to reject the item in the settlement of his account. But the Postmaster General practically unites these three functions in his own person. He issues orders and makes contracts and regulations producing the expenditure of money, settles the accounts and pays the money. Although he is required to render a quarterly account to the Treasury, to be settled as other public accounts are, this requisition has long ceased to constitute any practical check upon him, nor can it ever be otherwise under the existing system.

Herewith is submitted a printed pamphlet, exhibiting the interior organization of the Post Office Department as it now exists. The most important improvement required, is to separate the settlement of accounts entirely from the Post Office Department, and vest it in an auditor, appointed by the President with the advice and consent of the Senate, whose duties shall in general correspond with those assigned to the accountant under the present organization.

The Postmaster General would then be placed on a similar footing with the other heads of departments. His power over the funds of the Department should extend only to a superintendence over the rendition of accounts, to prescribing the manner in which postmasters shall pay over their balances, to making drafts for the collection and transfer of post office funds, to issuing warrants on the Treasury for the purpose of paying balances reported to be due by the auditor, and making advances in special cases. The remaining portion of his duties would be those of a ministerial character, now performed upon his responsibility, modified by salutary restrictions upon his discretion.

To enable him to exercise an effectual supervision over postmasters and contractors, a third assistant should be given to the Department. These services have almost doubled since a second assistant was added, and have been recently extended, making them too onerous to be performed by two assistants, however distinguished for their industry and devotion to the service. Moreover, these duties are constantly increasing, and will be greatly enlarged by the extension of mail service which is anticipated within the coming year. If the United States were, for this purpose, divided into three divisions, and an assistant assigned to each, the stations would still be among the most laborious and responsible in the Government.

Three assistants, on the footing of auditors as to salaries, with eight clerks each, a chief clerk on the footing of chief clerks in the other departments, twelve clerks for other miscellaneous duties, including the dead letter service, an agent to superintend the Post Office building and property, and attend to purchases of stationery, furniture, &c. a messenger, an assistant messenger, a laborer, and two watchmen, would constitute a force with which the ministerial duties of the Department could be performed with comfort, promptitude and efficiency. The auditor's office would be the most extensive and laborious accounting office in the Government, meriting correspondent provision in clerks and salaries. Like other auditors, he should have a chief clerk for general duties. The examination of postmaster's accounts, amounting to about 42,000 annually, sending out errors, and other attendant services, constitute a severe duty, and requires eighteen clerks. The registration of postmaster's accounts after examination, and keeping the legers of the Department, require eight clerks. To keep the pay books, see that postmasters pay over their balances and return the receipts, and prepare contractor's accounts for settlement, requires nine clerks. To collect balances from former postmasters and others, make out statements of the accounts, and super-

intend suits and prosecutions, requires at present seven clerks. Over each of these considerable branches of duty, there must be, as at present, a principal clerk, for whom liberal provision should be made. It is but just to the gentlemen employed in this arduous portion of the public service to say, that their compensation, in general, compared with that given in other departments of the Government has hitherto been disproportioned to the labor required of them, and as to married men, inadequate to the support of their families and the education of their children. To complete the organization of that office, there must be also a messenger and one assistant messenger.

The proposed reorganization would somewhat reduce the number of persons employed in the business of the post office, by rendering useless the clerks now occupied in making out the Postmaster General's accounts for the Treasury, as also the clerks employed in examining them in the Fifth Auditor's office, if not also those in the Comptroller's office assigned to the same duty. The utility of requiring all the Post Office accounts to be reported to the Comptroller is not perceived. It would, perhaps, promote the ends of justice, and operate as a salutary check upon the Auditor, if an appeal were allowed to the Comptroller, at the instance of the claimant or Postmaster General, should either in any case be dissatisfied with his decision.

If the business of the Post Office Department were thus organized, it might be required of the Postmaster General to furnish to Congress, annually, specific estimates, setting forth the sums expected to be required under each head of general account now appearing on the books, and any others that Congress might require to be opened, and after obtaining an appropriation of the aggregate for the support of the Post Office establishment, not to exceed the current revenue, to render an account at the next session, of the amount expended for each purpose specified in his estimates. It would be a further improvement, if all allowances were prohibited, other than for services rendered in pursuance of some pre-existing law, contract, or lawful regulation, and a small contingent appropriation were assigned to the Postmaster General, like those made to the service of the other departments, to meet necessary expenditures which cannot be foreseen or provided for by contract or regulation.

Essential improvement might be made, as is believed, in some portions of the law regulating the details of duty assigned to the Postmaster General, particularly as to the making of contracts. Additional precautions are necessary against irresponsible bidding, and to prevent combinations injurious to the Department. If bidders were required in all cases to furnish the names of responsible securities with their bids, who should be bound from the date of acceptance, it would prevent the bids of worthless men, and mere speculators, which now produce great inconvenience to the Department, and sometimes serious loss. And if, on the other hand, combinations to prevent competition were punishable by perpetual exclusion from the service of the Department, it would, it is believed, have an excellent effect on its interests, as well as on the character of its contractors.

It is worthy of consideration whether it would not be expedient to change the rates of letter postage, making them conform to the national currency in gradations of 5, 10, 15, 20, 25, and 30 cents. Such a provision would save almost half the labor now required in the examination of accounts in the Department, and prevent numberless errors. It would also much sim-

plify the system, if the number of miles to which these rates should apply, were doubled at each increase of rate from the lowest to the highest.

There have been so many changes in mail routes since their original establishment, that it is now difficult, if not impracticable, to trace them from their origin in the law, through all mutations, down to their present condition. It would contribute greatly to the convenience of the Department, if they were all re-established in one act, with such alterations and additions as the accommodation of the public may require, and the interest of the Department admit. A portion of the surplus revenue will be required to make improvements on existing routes; but, it is believed, the Department can, without inconvenience, put into operation new routes not exceeding in cost $300,000 a year, as soon as they can be established, and the necessary arrangements made.

The aid of legislation is required to close equitably some of the old claims against the Department. Various demands exist for services rendered by authority of the Department, in a measure sanctioned by usage, which, though to some extent just, cannot, in the opinion of the undersigned, be adjusted and paid without the sanction of Congress. It is hoped that power may be vested in the auditor, if one be created, with the sanction of the Comptroller, to settle these claims upon principles of justice and equity; or, if this course be not deemed expedient, that Congress will provide some other means for their speedy adjustment.

The undersigned cannot close this communication without paying a humble tribute to the worth of a patriot and friend, the late Postmaster General. It may be said of him, as the head of this Department, that the reason he had not a better fortune was, that he was too good a man. In other positions and under other circumstances, he would have been one of the greatest and most useful, as he was one of the best and most highly endowed, of our public men. Having for more than twenty years been acquainted with Mr. Barry, and been honored with his friendship, knowing his private worth, his love of country, and his disinterestedness, and having always had an abiding confidence in his integrity and honor; it would be to the undersigned a source of lasting regret, if any thing said or done by him in the administration of this Department, should be understood as intended or calculated to depreciate his virtues, or cast a stain upon his memory.

I have the honor to be
Your obedient servant,
AMOS KENDALL.

RAIL-ROAD DOCUMENTS.

POST OFFICE DEPARTMENT,
October 31, 1835.

P. S. LOUGHBOROUGH, Esq:

SIR: It is important to the business of the country, and essential to the interests of the Post Office Department, that the public mails should be transported by the most speedy means of conveyance which modern improvements afford. To give them the utmost practicable degree of usefulness, they should travel on all the main routes by night and by day, stopping only at the most important offices, and there only long enough to be exchanged, leaving it to the ordinary mails to supply other offices on the main as well as the diverging and less important routes.

By liberal arrangements with the rail-road companies, these objects may, within a short period, be accomplished on the great line running from Washton through Baltimore and Philadelphia to New York, and probably to Boston.

That the rail-road companies have an interest in carrying travellers through with all possible expedition, is abundantly evident to every man who has witnessed the increase of travel within the last few years, and contemplated its causes.

No people appreciate more highly economy in time than the people of the United States.

In general, when they start on a journey, they hurry to its end in the shortest possible time, without regard to the dangers and discomforts which may await them in travelling. By existing arrangements between Washington and the north, travellers are obliged to stop in the large cities, where their tavern bills bear a large proportion to the entire expense of transportation. If they had the means of passing onward, and saving these heavy bills, as well as the time lost while incurring them, multitudes would travel who now are not able to afford it, and the receipts of the rail-road companies would probably be doubled.

The time now occupied in travelling from Washington to Baltimore is about two hours and a half. We are informed that by the 1st of November, 1836, a rail-road will be completed from Philadelphia to Baltimore, upon which the mails may run through in five hours. Allowing one hour for change of mails, &c. in Baltimore, and the mail may then go through to Philadelphia from Washington, in less than nine hours. When the continuous rail-road communication through New Jersey shall be completed, it may run through to New York in six hours, which, allowing an hour's delay in Philadelphia, will give a mail from Washington to New York in eighteen hours. If the means of conveyance through New Jersey shall remain as at present, it may be carried through in nineteen or at most twenty hours. Through Long Island Sound, from New York to Providence, it may now be carried with much regularity in sixteen hours, and two hours and a half more will bring it to Boston by the Boston and Providence rail-road. Allowing one hour's delay in New York, and half an hour in Provi-

dence, and we have a mail carried from Washington to Boston, a distance of five hundred and thirty-six miles, in about forty hours.

By a liberal arrangement with the several companies in possession of the means of communication upon that line, this object might now be accomplished in forty-two hours; and as soon as we have an uninterrupted chain of rail-road between the principal cities, the time may be greatly reduced.

It is unquestionably the interest of the Department to prefer contracting with those companies, which can furnish uninterrupted rail-road land transportation; for in that case the inconvenience, irregularity and expense of shifting from one line to another, upon the change of weather and seasons, would be avoided. You are, therefore, requested to wait upon the President and other managers of the Baltimore and Ohio rail-road company, and apprize them of the earnest desire of the Department to make an arrangement with them for the transportation of the principal mail between Washington and Baltimore, on terms which shall be satisfactory to all parties, and promise to be permanent. You will press upon them the idea which is undoubtedly justified by all reasoning and experience, that their own interest is deeply involved in giving to the mails and to travellers, the promptest possible conveyance between the two cities, and promise them that the stage lines run by contractors of the Department, and terminating in the two cities, shall be made to connect with their line of cars at the most convenient hours of departure.

The specific propositions to be made by you, must be left very much to your discretion. The following suggestions, however, may be found useful.

If the rail-road company will agree to run a train of cars at such hours as may accommodate and expedite the mail, it is the desire of the Department to impose as little responsibility upon them as possible. If they will enclose in a strong and substantial manner a portion of their baggage car, or some other car, to be devoted exclusively to the mails, the Department will cause them to be placed in it at one depot and taken out at the other, without requiring any thing from the company in the way of service or responsibility, but to haul it from the one to the other. In that event, it would be proposed, that a strong lock should be placed on the apartment, to which only the postmasters at Washington and Baltimore should have keys, so that the mail should not be accessible to any one between the two depots.

Or the Department will furnish a strong fire-proof box or chest, so constructed that it may be readily transferred from a wagon to a car prepared for the purpose, into which the entire mails shall be put and locked up at one post office, not to be molested or opened between the two cities, which shall be delivered and received at the depots of the road, without any service or responsibility on the part of the company, beyond the transportation from one depot to the other. Or if wheels can be constructed which can be used alike upon the rail-road and the streets of the cities, respectively, then the Department will furnish an entire car containing the mails, to be delivered at one depot and received at the other, asking nothing of the company but to haul it from the one to the other.

You will ascertain for what additional charge they will undertake themselves to transport this box or car between the Post Offices and their depots; pressing this arrangement as the one which would be most acceptable to the Department.

You will earnestly press upon them the immense importance to the entire business of the country, of having the mails, on the main routes, of

which their road constitutes a part, travel by night as well as by day, as already suggested; and if they cannot be induced, without a compensation which the Department cannot afford to pay, to run a night line, then you are instructed to solicit from them, for the Department, the privilege of putting on the road a locomotive for the sole purpose of conveying the mail, with a suitable guard. It is believed that the importance of the object will induce the public spirited men who manage this concern, to permit the Government, for a suitable consideration, to use their road for a purpose so useful to their fellow-citizens, at hours when they may not think proper to use it themselves.

It is not deemed necessary to press upon them any supposed rights which the Government may have to use rail-roads, owned by private companies, for public purposes, allowing such compensation as may be fixed in a way to be pointed out by Congress. Yet it may be useful to call their attention to that point. The constitution confers on Congress the power "to establish post offices and post roads." So far as it respects roads, this delegation of power has been construed to mean that Congress may designate the roads on which the mails shall be carried. To this construction, the practice of the Government has hitherto conformed. Congress have designated the roads on which mails shall be carried, embracing State roads, county roads, township roads, streets of cities and turnpike roads, belonging to private companies. Penalties are prescribed by law for obstructing the mails upon these roads, and a preference is given to the horses and vehicles by which they are conveyed.

None of those horses or vehicles can be stopped, not even by the law process of the States, for the debts of their owners, while actually employed in the conveyance of the mails.

These laws are based upon the unquestionably sound principle, that when a power is clearly delegated by the constitution to the General Government, it is not within the constitutional rights of any State, or company, or individual, to prevent or obstruct its execution.

Rail-roads differ from turnpikes owned by private companies, only in the fact that in the former case, the companies own the means of conveyance as well as the road. But if established under the authority of Congress, as post roads, is it possible for those companies to prevent the carrying of the mail upon them? If they attempt to do so, either directly, or by running their cars at inconvenient hours, or by asking an unreasonable price, may not the Department fulfil the law, and accomplish its object, by placing locomotives upon the road for the purpose of conveying the mail, to which every thing else must give place? If it be not so, and if these rail-road companies may refuse to carry the mails at the hours required in the execution of the laws, or may by any means, direct or indirect, prevent their transportation, then may they obstruct, if not defeat, one of the powers unquestionably delegated to Congress. For it must be apparent to the most casual observer, that if the mails are driven from the rail-roads, and obliged to depend on stage or horse transportation, on the main routes, they will soon cease to be of any considerable value, and this important and useful branch of the Government will sink into contempt.

You are not desired to assume the position indicated by this argument; but you may find it useful to present it for consideration, with all the grounds which occur to you in its support, taking care to assure the company that the Department is anxiously desirous to avoid all such questions now and

for ever, by a permanent arrangement for the transportation of the mails, which shall not be liable to any just exceptions, either on the part of the Government or the company. In discussing the amount which ought to be allowed for the transportation of the mail, you will not forget to avail yourself of the fact, that the great object of chartering the rail-road, by the State, was to cheapen transportation of every kind, and that nothing has higher claims to that advantage than the mails of the United States, in which are involved the interests of millions. You will know how to amplify this argument, and all others which have been suggested. Nor will you forget to press the fact that at the last session of Congress, the Committee on the Post Office and Post Roads, in the House of Representatives, by an unanimous vote, inserted a clause in the bill for reorganizing the Post Office establishment, restricting the Department to $75 per mile for rail-road transportation of the mails; and represent that we cannot venture to exceed that limit to any great extent. You are requested to use the utmost frankness in your communications and discussions with the company; to make them sensible that the Department desires nothing which is unreasonable; that it seeks only that which will promote the interest of the public, and enhance the prosperity of our common country; and that in seeking after these results, it is ready to contribute liberally, but not extravagantly, to the profit of a company which has done so much towards facilitating the means of intercourse and trade between our associated communities.

You will by no means consider yourself as restricted to the propositions or arguments herein suggested; but you will propose any other arrangement which intercourse with the company may suggest to you, subject to the ratification of the Department; and you will use such arguments as may occur, consistent with reason and truth, to effect the object of your mission. Having completed your business with the Baltimore and Ohio rail-road company, you will visit the president and other managers of the rail-road from Philadelphia, through Wilmington, to Baltimore, and by urging similar propositions and views, endeavor to form a prospective contract with them, subject to the approval of the Department, for the conveyance of the great mail on their road when it shall be completed. No change occurs to me as necessary in the propositions suggested, other than that the postmaster at Wilmington should have a key to the box or car, in which the mail shall be transported, that he may there open it, and exchange mails.

If no satisfactory arrangement can be made with the managers of this road, then you will inquire into the practicability of making an arrangement with the managers of the rail-road, said to be in progress, to connect the road from Philadelphia to Columbia, with the city of Baltimore, when that road shall be completed.

Having finished your inquiries and discussions on those routes, you will proceed to New Jersey, and open similar negotiations with the managers of the road from Philadelphia to Trenton, and through by New Brunswick to New York. It is thought a preference should be given to that over the Amboy route, because, in avoiding all steam-boat or water transportation, it is likely to afford a more regular and certain means of conveyance. For the sake of uniformity, as well as safety, it is desirable that the same plan of sending the mails, in a separate box or car, should be here also adopted. If a portion of the transportation be upon the turnpike from Trenton to New Brunswick, the mail box may be readily transferred from the rail-road car to a carriage constructed to receive it, and at the end of the turnpike again

transferred to the rail-road car, so that the mail shall not be exposed or disturbed. At Trenton and New Brunswick the postmasters may have keys, and exchange mails.

If no satisfactory arrangement can be made on this route, then you will confer with the managers of the Amboy road, and, if practicable, make an arrangement with them. If these companies cannot be induced to run a night line, then you will ascertain for what compensation they will transport the great mail by day, and also for what they will carry a second mail between the two cities. But in all your negotiations with these companies, as well as those already adverted to, you are particularly instructed to ascertain whether they will carry a mail by night, and on what terms, and what difference they will make between carrying the great mail by night and by day, and also what difference they will make for carrying a second, or small mail, in the same manner.

Having finished your negotiations in New Jersey, you will proceed to New York, and confer freely with the president and managers of the Boston and Providence rail-road company, with a view to a contract with that company during steam-boat navigation, to carry from New York the entire eastern mail, distributed at Providence and Boston. Here, also, let the same secure mode of conveyance be suggested.

You are further instructed to inquire of each of the rail-road companies with which you may confer, for what sum of money, paid in hand, they will undertake to convey the mails once per day, and for what sum twice per day, at such hours as may from time to time be prescribed by the Department during the continuance of their respective charters. You will apprize them that this inquiry is made with a view, if their terms be reasonable, to ask Congress for an appropriation to purchase the freedom of their roads for the United States mails. If it be found impracticable or inconvenient for you to finish your negotiations with any company on your outward trip, then you can put them in train and complete them on your return.

It is desirable that this service be concluded with all practicable expedition: you will, from time to time, report progress.

Very respectfully,
AMOS KENDALL.

POST OFFICE DEPARTMENT, *Nov.* 18, 1835.

SIR: Having concluded the agency devolved upon me by your appointment of the 31st ultimo, I have the honor to report that, pursuant to your letter of instructions, I passed over the route from this city to New York, and communicated fully the views of the Department, in regard to the transportation of the mail, to P. E. Thomas, Esq. President of the Baltimore and Ohio Rail-road Company, to M. Newkirk, President of the Delaware and Maryland Rail-road Company, General R. Patterson, President of the Philadelphia and Delaware county Rail-road Company, and James Canby, Esq. President of the Wilmington and Susquehannah Rail-road Company, (these companies, together with the Baltimore and Port Deposit Rail-road Company, being now engaged in constructing a complete rail-road from Baltimore, by way of Wilmington, to Philadelphia,) to E. Curtis, Esq. Director and Agent of the Philadelphia and Trenton Rail-road Company, and to E. A. Stevens, Esq. Director and Agent of the Camden and Amboy Rail-road Company.

To the presidents of the companies constructing the rail-road from Baltimore to Philadelphia, I addressed, on the 5th instant, notes, of which copies are herewith submitted, marked A and B. The same communications, substantially, were made in New York to E. A. Stevens, Esq. acting in behalf of the Camden and Amboy company; and similar notes, of which copies are annexed, marked C and D, were, on the 7th instant, addressed to E. Curtis, Esq. acting for the Philadelphia and Trenton Rail-road Company; and, on the 10th instant, others, of which copies are annexed, marked E and F, were addressed to P. E. Thomas, Esq. President of the Baltimore and Ohio Rail-road Company.

The answers to these communications, together with one made on the 16th instant at Baltimore, to Mr. Thomas, of which a copy, marked C, is appended hereto, are submitted, marked H, I, K, L, M, N, O, P.

Not deeming any of the offers, which these answers exhibit, such as the Department should accept, I declined making a provisional contract with either of the companies; and have now the honor to submit the correspondence, with the remark that the propositions on the part of the Department were such as would have imposed upon the companies, in the performance of the contracts, the least practicable labor and responsibility consistent with the safety and expedition of the mail.

I have the honor to be
Your obedient servant,
P. S. LOUGHBOROUGH.

To the Hon. AMOS KENDALL,
Postmaster General.

A.

PHILADELPHIA, *November* 5, 1835.

GENTLEMEN: After the conversation had with Mr. Newkirk, in which I have fully expressed the views of the Department, and its wish to give the public the benefit of the transportation of the mail upon the rail-road between this city and Baltimore, it is not necessary that the suggestions of mutual advantage to the rail-road companies and the public should now be repeated. Asking your consideration of them, I have to say, that the Department is desirous of effecting an arrangement with the companies controlling the road from this city to Baltimore, which shall diminish, as much as is practicable, their trouble and responsibility in transporting the mail.

I am, therefore, instructed to ask for what yearly compensatian you will undertake, so soon as your road shall be finished, to carry the mail of the United States, daily each way, between Baltimore and Philadelphia, connecting at each city with the mails upon the great route to Washington and New York. The Department agreeing that its agents shall deliver and receive the mails at and from the car, at the extremities of the road—the train never to be bound to wait for the mail beyond the time fixed for its departure, and the obligation of the company to be only to haul the mail safely from depot to depot.

The Department prefers that the mail be carried in a strong chest or box, of such a structure as to be easily transferred from a car to a wagon, to be locked and unlocked only by the postmasters at the ends of the road. Or,

if the companies prefer it, the contract may be for the exclusive use of a car, constructed for the purpose of containing the mail, or of a strong room in a passenger or baggage car; the car or room to be locked in like manner, and the mails to be placed in and taken out of it at the depots by the agents of the Department, and without responsibility on the part of the companies.

The Department will, to facilitate arrangements, agree to deliver and receive the mail at the depots of the companies; but it would prefer a contract by which the companies will undertake to receive and deliver them at and from the post offices in the two cities; and it is desired to know the difference in the cost, if any, which such a stipulation would make.

I am instructed, also, to ask for what yearly compensation the company will agree to transport a second daily or small mail, for the accommodation of the two cities, and such points along the road as the train may stop at, without increasing its delays, under the limited responsibilities on the part of the companies, and with the same performances on the part of the Department specified in regard to the first mail. The second mail to run at such hours as the companies may start their trains for the conveyance of passengers; and, if desired, exclusively in the day time.

As the Department earnestly wishes to have the mail transported on the rail-road, I am instructed that it is not disposed to adhere pertinaciously to any of the modes of transportation above suggested, if they shall be found inconvenient, or less eligible than some other mode, which the companies may choose to suggest, compatible with the entire security of the mail.

Without adhering to any of the modes above proposed, the Department will make a contract for the safe carriage of the mail from city to city, to be delivered by its agents to those of the companies, either at the post offices or at the depots, if the companies shall prefer it; they stipulating merely to haul it from depot to depot, without further trouble or labor.

I am instructed to ask what, if any, difference the companies will make between a contract for a period not exceeding four years, and one of an indefinite duration, which may continue as long as the charters of the companies.

I am, respectfully,
Your obedient servant,
P. S. LOUGHBOROUGH.

M. NEWKIRK, Esq.
R. PATTERSON, Esq.
J. CANBY, Esq.
R. L. COLT, Esq.

B.

PHILADELPHIA, *November* 5, 1835.

GENTLEMEN: I am instructed to ask, whether an arrangement can be made with the companies owning the rail-road between this city and Baltimore, by which the Post Office Department shall acquire the right of running its own car upon the road, for the conveyance of the mail and guard only, as often and at such hours as it shall prescribe, with the use of the depots, water stands, &c.; and if so, for what consideration the

companies will grant the right to the Department during the existence of their charters.

I am, respectfully,
Your obedient servant,
P. S. LOUGHBOROUGH,
Agent P. O. Department.

M. NEWKIRK, Esq.
R. PATTERSON, Esq.
J. CANBY, Esq.
R. L. COLT, Esq.

C.

CITY OF NEW YORK, *November* 9, 1835.

SIR: After the conversations we have had, in which I have fully expressed the views of the Department, and its wish to give the public the benefit of the transportation of the mail upon the rail-road, it is not necessary that these suggestions of mutual advantage to the company and the public should now be repeated. Asking your consideration of them, I have to say, that the Department is desirous of effecting an arrangement with the company, which should diminish, as much as practicable, its trouble and responsibility in carrying the mail.

I am therefore instructed to ask, for what yearly compensation the company will undertake to carry the mail, daily each way, between Philadelphia and New York, connecting, at each city, with the great mails south and north. The Department agreeing that its agents shall deliver and receive the mails at and from the cars and wagons at the end of the road at Philadelphia and Jersey City. The train never to be bound to wait for the mail beyond the time fixed for its departure; the obligation of the company to be only to haul the mail safely from one end of the route to the other.

The Department prefers that the mail be carried in a strong chest or box, of such a structure as to be easily transferred from a car to a wagon, to be locked and unlocked only by the postmasters at the ends of the route. Or, the contract may be for the exclusive use of the body of a car, constructed for the purpose, to be locked in like manner, and the mails to be placed in and taken out of it by the agents of the Department, without responsibility on the part of the company.

The Department would, however, prefer a contract by which the company will undertake to deliver and receive the mails at and from the post offices in the two cities: and it is desired to know what difference such a stipulation will make.

I am instructed also to ask, for what compensation the company will agree to transport a second daily or small mail, for the accommodation of the two cities and the principal points along the route, under the limited responsibilities on the part of the company, and with the same performances on the part of the Department, specified in regard to the first mail. The second mail to run at such hours as the company may start their trains for the conveyance of passengers, and if desired, exclusively by day-light.

The Department is not disposed to adhere pertinaciously to any of the modes of transportation above suggested, if they shall be found inconve-

nient or less eligible than some other mode compatible with the entire security of the mail, which the company may suggest.

I am instructed to ask, what difference will be made between a contract for a period not exceeding four years, and one of indefinite duration, which may continue as long as the charter of the company.

As it is thought not improbable that a complete rail-road communication will, at no distant period, be established between this city and Philadelphia, by way of New Brunswick and Trenton, the Department would prefer that the mail pass on that road when finished. Please say, in your response to this letter, for what you will undertake, in case the rail-road shall be completed through New Jersey, to transport each of the daily mails upon it from the depot in Jersey City to that in Philadelphia.

I am, respectfully,
Your obedient servant,
P. S. LOUGHBOROUGH,
Agent P. O. Department.

E. CURTIS, Esq. *Agent, &c.*

D.

NEW YORK CITY, *November* 9, 1835.

SIR: I am instructed to ask, whether an arrangement can be made with the rail-road company, of which you are the agent, by which the Post Office Department shall acquire the right of running its own cars upon the road, for the conveyance of the mail and guard only, as often and at such hours as it shall prescribe; and if so, for what consideration the company will grant the right to the Department, during the existence of its charter.

I am, respectfully,
Your obedient servant,
P. S. LOUGHBOROUGH,
Agent P. O. Department.

E. CURTIS, Esq. *Agent, &c.*

E.

NEW YORK, *November* 10, 1835.

SIR: In accordance with your suggestion, I make you this communication in advance of my return to Baltimore, as I will not leave this city until to-morrow, and will be detained at least one day at Bordentown and Philadelphia.

Asking your consideration of the suggestions I made to you when in Baltimore, I will now say that the Department is desirous of effecting an arrangement with your company, which shall diminish, as much as is practicable, its labor and responsibility in transporting the mail from Washington to Baltimore. With this view, I am instructed to ask, for what compensation the company will undertake to carry the mail of the United States daily between Baltimore and Washington, connecting at each city with the mails upon the great route to the north and south—the Depart-

ment agreeing that its agents shall deliver and receive the mails at and from the cars of the company at the extremities of the road; the train never to be bound to wait for the mail beyond the time fixed for its departure; and the obligation of the company to be only to haul the mail safely from depot to depot.

The Department prefers that the mail be carried in a strong chest or box, of such a structure as to be easily transferred from a car to a wagon, to be locked and unlocked only at the post offices in the two cities. Or, if the company prefer it, the contract may be for the exclusive use of a car built for the purpose of containing the mail, or of a strong room in a passenger or baggage car; the car or room to be locked and unlocked only at the ends of the road, and the mail to be placed in, and taken out of it, by the agents of the Department, without responsibility on the part of the company.

Though the Department will, to facilitate an arrangement, agree to deliver and receive the mails at the depots of the company, yet it would prefer a contract by which the company will undertake to take them to and from the offices; and it is desired to know the difference in cost which such a stipulation would make.

I am also instructed to ask, for what compensation the company will agree to carry a second daily mail for the accommodation chiefly of the two cities, under the limited responsibilities on the part of the company, and with the same performances on the part of the Department, specified in regard to the first mail. This second mail to run at such hours as the company may start their trains for the conveyance of passengers, and if desired, exclusively by day-light.

The principal mail will run in strict connection with the great southern and northern mails arriving at the cities of Washington and Baltimore; and the arrangement of all the mails arriving at these cities will be such as to make them tributary in the supply of passengers to the rail-road. It is desired to know for what the company will contract to carry this mail alone, and to have also an indication of the difference, if any, which the running of this mail at various hours will make.

As the Department wishes to have the mail transported on the rail-road, I am instructed that it is not disposed to adhere pertinaciously to any of the modes of transportation above suggested, if they shall be found inconvenient, or less eligible than some other mode which may be proposed, compatible with the entire security of the mail.

I am instructed to ask what, if any, difference will be made between a contract for a period not exceeding four years, and one of indefinite duration, which may continue as long as the charter of the company.

I am, respectfully,
Your obedient servant,
P. S. LOUGHBOROUGH.

P. E. THOMAS, Esq. *President.*

F.

CITY OF NEW YORK,
November 10, 1835.

SIR: I am instructed to ask, whether an arrangement can be made with the Baltimore and Ohio Rail-road Company, by which the Post Office

Department shall acquire the right of running its own car upon the road from Baltimore to Washington, for the conveyance of the mail and guard only, as often and at such hours as the Department may prescribe; and if so, for what consideration the company will grant the right to the Department during the existence of its charter.

I am, respectfully,
Your obedient servant,
P. S. LOUGHBOROUGH,
Agent P. O. Dep't.

J. E. THOMAS, Esq. *President, &c.*

G.

BALTIMORE, *November* 16, 1835.

SIR: I have received yours of the 13th instant, containing the propositions of the company for the carriage of two daily mails between this city and Washington.

Permit me to ask, for what compensation the company will undertake to carry *one* mail, daily, between these cities?

I am, respectfully,
Your obedient servant,
P. S. LOUGHBOROUGH.
Agent P. O. Department.

J. E. THOMAS, Esq.
President Baltimore and Ohio Rail-road Company.

H.

PHILADELPHIA, *Nov.* 13, 1885.

The Baltimore and Port Deposit, the Delaware and Maryland, the Wilmington and Susquehannah, and the Philadelphia and Delaware county Rail-road Companies, offer, on the following terms, for the transportation of the mails between the cities of Baltimore and Philadelphia with the Post Office Department, viz:

The above named companies, on behalf of the stockholders of the whole line of rail-road, agree to carry the fast mail once per diem each way from Philadelphia to Baltimore, for one year, from and after the 1st day of January, 1837, in the time of seven hours between the two cities, for which purpose they also agree to provide suitable accommodation in a car, to be denominated the United States Mail Car, from which car the mail will be delivered to the postmasters at each of the above mentioned cities, that is, at the depots established at the commencement of the rail-road at each city, for the sum of 0,000 dollars. On the two succeeding years, after the year 1837, the above mentioned companies agree to carry the same mail for the sum of 5,000 dollars per annum, at the same rate of seven hours, or to perform the same service in six hours for the sum of 30,000 dollars per annum.

JAS. CANBY,
President Wilmington and Susquehannah Rail-road Co.
M. NEWKIRK,
President Delaware and Maryland Rail-road Co.

N. B. The Postmaster General is referred to General Patterson's letter, for the Philadelphia and Delaware county rail-road, and to the communica-

tion of the President of the Baltimore and Port Deposit Rail-road, which will be made on Wednesday next, from Baltimore.

I.

TRENTON, *November* 11, 1835.

SIR: Your letter of the 7th instant, addressed to the Camden and Amboy Rail-road and Transportation, and the Delaware and Raritan Canal Companies, was received and submitted to the joint boards of said companies and we have the honor of submitting to you the enclosed resolutions of said boards in reference thereto.

As the committee, thus appointed, we think proper to state, that the joint board of said company do not conceive that it will be within their competency to surrender to the Post Office Department the absolute control of the Camden and Amboy Rail-road, but they are willing to carry the mail of the United States. The details of any arrangement to carry the said mail, are to be the subject of future negotiation, in reference to the powers of the said companies and the General Government in relation thereto. At the same time it is to be understood that we are willing, and are authorized by the said companies, to negotiate upon such terms as may be found mutually advantageous, and, at the same time, most eligible to the Post Office Department within the legal powers of the said companies.

Your obedient servants,

GARRET D. WALLL,
JAS. S. GREEN,
E. A. STEVENS.

P. S. LOUGHBOROUGH, Esq.

K.

Copy of the resolutions adopted on the 11*th November*, 1835.

Resolved, That a committee be appointed to conclude a contract with the Post Office Department, offering to carry the great mail between the two cities of New York and Philadelphia for the period of four years, for the sum of twenty-six thousand dollars per year.

2. And also to carry the day mail as heretofore, for the like period of four years, for the sum of three thousand dollars per annum.

3. And also to carry the mail between the cities of New York and Philadelphia for the period of the charter of the Camden and Amboy Rail-road and Transportation Companies, for the sum of five hundred thousand dollars. The details of the agreement to be settled hereafter.

GEN'L WALL,
EDWIN STEVENS,
JAS. S. GREEN,
} *Committee.*

L.

NEW YORK, *November* 9, 1835.

SIR: I am in possession of both your notes of this date, addressed to me as Agent and Director of the Philadelphia and Trenton Rail-road Company, and proceed to reply to your several interrogatories, touching the transportation of the mails between New York and Philadelphia; and first to that by which you seek to know for what yearly compensation the company will engage to transport the great mail between New York and Philadelphia daily, each way, connected at each city with the great mails south and north, the obligations of the company being only to haul the mail safely from one end of the route to the other, and the Department to receive and deliver the mail at and from the cars at the depots at Jersey City and Philadelphia.

This service the company will undertake and will perform for one term of four years for the yearly compensation of twenty-three thousand dollars.

The expense of transporting the mail between the offices and the depots at both ends of the route would be one thousand dollars per annum, which sum I therefore deduct from my former bid.

The difference in point of responsibility in this, and the ordinary service in transporting the mails, is nothing.

The mail will be transported by the company in a strong car built for the purpose, and the keys to its doors may, if desired, be with the postmasters only; but in case of an accident to the vehicle, such as fractures of the wheels or an axle, it might be very important that the conductor of the train should have access to the depository of the mails, in order to shift them to another carriage.

Such a strong box as you speak of, to contain the mails, could not, on account of the weight, be shifted from one *set* of wheels to another without the aid of fixed cranes, machines, the expense of which would outweigh, it is conceived, any advantage to be gained by the conveyance of the mails in boxes to be delivered and received at the door of the post offices.

In answer to the question for what compensation the company will transport a "second daily mail for the accommodation of the two cities and the principal intermediate towns, the mails to be received and delivered by the agents of the Department at and from the depots as before stated in the case of the great mail," I have to state that the compensation asked for this service is eight thousand dollars yearly. In this offer I deduct one thousand dollars from my former bid.

It is, indeed, not improbable as you suggest that a rail-road will soon be completed over the straight turnpike road between Trenton and New Brunswick, and thereby a complete line of continuous rail-road formed between Philadelphia and Jersey city; and in view of this almost certain event, I now propose, on behalf of the company I represent, that in case the Department shall accept the propositions made in this letter, to carry the great mail for twenty-three thousand dollars yearly, and the daily mail for eight thousand dollars yearly (aggregate compensation being $31,000 yearly) for the term of four years, if such complete line of rail-road, by way of the straight turnpike, be not sooner completed, from and after the period when such rail-road shall be completed, the Philadelphia and Trenton Rail-road Company, for the term of twenty years next thereafter to

come, will perform the same service for the yearly compensation of twenty-one thousand dollars.

I am, sir,

Very respectfully, yours,

EDWARD CURTIS,

One of the Directors and sole Committee for the Philadelphia and Trenton Rail-road Company with regard to Mail contracts.

To. P. S. Loughborough, Esq.

Agent, Post Office Department.

M.

New York, *November* 9, 1835.

Sir: I am of opinion that it will be found impracticable for the Post Office Department "to run its own cars on the Philadelphia and Trenton Rail-road for the conveyance of the mails and guard, at such hours as it shall prescribe," consistently with the interests of the Company. Such an arrangement would virtually subject all the operations of the company in the use of the road to the control of the Department. Their "times and seasons" would indeed be no longer in their own hands while such a connection existed, and in my judgment the arrangement would not prove beneficial to either party.

Very respectfully, yours,

EDWARD CURTIS,

Director and sole Committee of the P. and T. R. R. Company, on the subject of Mail Contracts.

To P. S. Loughborough, Esq.

Agent Post Office Department.

N.

Office of the Baltimore and Ohio Rail-road Co.

November 13, 1835.

Respected Friend: Thy two letters of the 10th instant, requesting to know the terms upon which this company would undertake to carry the mail between the cities of Baltimore and Washington, have been received and laid before the board of directors, and I have been directed to return the following reply.

1. The Baltimore and Ohio Rail-road Company will agree to carry the two mails between the depots from which its passenger trains start, in the cities of Baltimore and Washington respectively, twice per day in each direction, for the sum of fourteen thousand dollars per annum. They prefer to carry both or neither.

2. As the mails will always accompany the passenger trains, they must be delivered at Washington between the hours of three and five in the morning and three and five in the afternoon, and in Baltimore between six and nine in the morning and three and five in the afternoon. The Post Office De-

partment may fix the *precise* time within these limits, and shall not alter such *precise* time without one week's notice to the said company, that the travelling public may be informed thereof. The trains in no case to be required to wait beyond the time appointed.

3. The company will appropriate to the mails exclusively a strong compartment to be partitioned off in the baggage cars, to be locked and unlocked at the ends of the road at the depots aforesaid, and the mails placed in and taken out by the agents of the Department only, without responsibility on the part of the company.

4. Should it be required to carry either of the two mails at other hours than those above named, or at any stated times, at the pleasure of the Department, the company will undertake to do so for twenty thousand dollars per annum.

5. The company will undertake to perform the distance with the mail between the passenger depots at the two cities in three hours: *Provided*, the company shall not be liable to be fined for delays beyond that time arising from snows, white frosts, earth slides or accidents beyond their control.

6. The company prefer the contract, when made, to be for one year only; the reason for limiting the period of the contract is suggested by the inexperience of the company on the subject. At the end of a year changes may be desired, which it will thus be in the power of the parties to make. They will, however, if absolutely required, extend the contract for four years.

7. The company declines the proposition to confer on the Department the right to run its own cars upon the rail-road; such an arrangement would be wholly incompatible with their travel and business operations.

Should the Department agree to the foregoing proposals, it is respectfully requested that it would signify its determination as early as convenient; as some time will be required to prepare the various fixtures and arrangements necessary, in order to enable the rail-road company to carry out its proposed engagements.

I am, very respectfully,
Yours, &c. &c.

P. E. THOMAS,
President Baltimore and Ohio Rail-road Company.

To P. S. Loughborough, Esq.
Agent Post Office Department.

O.

Office of the Balt. & Ohio Rail-road Co.
November 16, 1835.

Respected Friend: I have before me thy letter of this date, acknowledging the receipt of the proposals made by this company, for the carriage of two daily mails between the cities of Baltimore and Washington, and inquiring for what compensation the company will undertake to carry one mail daily between those cities.

I am authorized by the directors in reply, to inform thee, that this company will contract to carry one mail daily between those two cities for ten thousand dollars, subject to the following provisions and conditions, viz:

1st. That there be but one mail carried in each direction between the two said cities.

2d. That the hours of running this one mail, shall be made to conform to the general travelling both at Washington and Baltimore, so that the mail, in both directions, shall fall in and connect with such general travel.

3d. That so far as regards the obligations and conditions to be entered into and agreed upon, they are in all particulars to conform to the proposals made on the 13th instant, above referred to.

4th. That if at any time hereafter, the Government desire to carry two mails between the two said cities daily, then the two parties to be mutually bound to carry out the proposals as contained in the aforesaid offer made by this company, through its president, on the 13th instant.

Should the Department elect to carry only one daily mail, under the foregoing proposals, the rail-road company will then enter into the contract in the first instance, for one year only, as they feel themselves too deficient in experience, to make an engagement for a longer time than one year.

I am, very respectfully, &c. &c.

P. E. THOMAS,
President, B. & O. R. R. Co.

P. S. LOUGHBOROUGH, Esq.
Agent, P. O. D.

P.

PHILADELPHIA, *November* 11, 1835.

DEAR SIR: Since the receipt of your note of the 5th inst. I have been unable to see a majority of our board of directors; in the present state of our affairs, we would not feel authorized to make a contract, as it is possible our road may not be completed next year; my individual opinion is, that it will be finished by the last of October next.

I feel justified in assuring you, that we will carry the mail on our end of the road at fair rates, say at the same rate per mile allowed the other companies on the same route.

With great regard,
Your obedient servant,
R. PATTERSON,
President Phil. & Del. Co. R. R. Co'y.

P. S. LOUGHBOROUGH, Esq.

POST OFFICE DEPARTMENT,
November 8, 1835.

SIR: Your reports of the 3d and 6th instant, have been received. The little promise these papers afford of a favorable result, in your attempts to procure arrangements for the transportation of the mail, with the several rail-road companies, on advantageous terms, and the expediency of bringing your negotiations to a definite issue, induce me to authorize and instruct you, (unless there be some reason unknown to me which renders it inexpedient,) to make to them, severally, the following propositions as the ultimatum of the Department, viz:

That they shall undertake to convey daily, from depot to depot, both ways, on their road, at hours fixed by themselves, but not to be changed without the consent of the Department, a fire-proof box, containing the mail of the United States, firmly secured by one or more locks, the keys of which shall be kept by the postmasters, at the ends of their road, subject to no other responsibility than to receive the said box from an agent of the Post Office Department at one depot, convey it safely to the other, and there deliver it to another agent of the Department; and that, in consideration of this service, the Department will pay them at the rate of one hundred dollars per mile, annually, in quarterly payments.

The proposition may be modified to meet the necessity of transferring the box from company to company, as on the Wilmington and Trenton roads; as also of its being opened at any intermediate distributing office, as at Wilmington. But to make the proposition as plain and simple as possible, you will avoid uniting with it any suggestion as to the receipt and delivery of the mails at the extreme post offices, or the delivery of way mails, all which may be left to subsequent arrangement.

In making this proposition, you are requested to inform the several companies, that the compensation offered is deemed a munificent one for the service required, and having had the unanimous action of a committee of the House of Representatives, proposing to restrict the Department to three fourths of this price, I do not feel that I should be justified in exceeding the amount now tendered, without the authority of Congress.

Very respectfully,
Your obedient servant,
AMOS KENDALL.

P. S. Loughborough, Esq.

Post Office Department,
November 18, 1835.

Sir: Desirous of effecting an arrangement which would secure to the public the benefit of the transportation of the mail upon the rail-roads from this city to New York, I directed a negotiation for that purpose. It has resulted in offers from the various companies of a nature which I feel restrained from accepting—the sums demanded by all the companies being more than I can, consistently with my duty, agree to give, and greatly more than the Committee on the Post Office and Post Roads of the House of Representatives, in the last Congress, thought the Department should be charged for such service. That committee unanimously adopted a clause in a bill reported to the House of Representatives, restricting the sum to be paid for the carriage of the mail on any rail-road to seventy-five dollars. Still anxious to have the mail carried by rail-road, at least for such part of the distance between New York and this City, as can be contracted for without greatly overstepping the limit fixed by the committee, I have to say that I will contract with the New Jersey Rail-road and Transportation Company, for the carriage of the mail, daily each way, between Jersey City and the other extremity of its road, at such hours as the Department may prescribe, supplying the post offices along the road, for the sum of one hundred dollars ($100) per mile, per annum. The contract to be for four years from and after the 1st day of January next; and the mode of transporting the

mail along the road to be such as will ensure its entire security; and for this purpose to be subject to the orders of the Department.

It is intended, if this contract is made, to send the great mail of the United States along this road, and make provision for its transportation, in connection with the rail-road cars, between the western end of the road and Philadelphia, or otherwise.

Respectfully, your obedient,
AMOS KENDALL.

C. S. DICKERSON, Esq.

P.S. The contract will be made for so much of the road as may be finished on the 1st of January next, to be extended, at the same rate, along the whole line, when it is completed.

A. K.

POST OFFICE DEPARTMENT, *Nov.* 19, 1835.

SIR: The correspondence between the agent of this Department appointed to negotiate with the rail-road companies, and the presidents and agents of the said companies in regard to the transportation of the mail, has been submitted to me. I regret that the offers of the companies are of such a nature that I cannot, consistently with my duty, accept them. The sums demanded by the companies, are greatly more than the Committee on the Post Office and Post Roads, of the House of Representatives, in the last Congress, thought the Department should be charged for such service. That committee unanimously adopted a clause in a bill reported to the House of Representatives, restricting the sum to be paid for the carriage of the mail on any rail-road, to seventy-five dollars per mile, per annum.

Still anxious to have the mail carried by rail-road, at least for such part of the distance between this city and New York, as can be contracted for, without greatly overstepping the limit fixed by the committee, I have to say, that I will contract with your company for the carriage of the mail between this city and Baltimore, for the sum of one hundred dollars per mile, per annum. The contract to be for four years from and after the first day of January next, and the mode of transportation to be such as is suggested to the company, in the letters of the agent of this Department; the Department agreeing to deliver and receive the mails at and from the cars at the depots of the company in the two cities; the train never to be bound to wait for the mail, and the obligation of the company, to be only to haul the mail safely from depot to depot.

Please favor me with an early answer from the company, to the proposition herein made.

I am, very respectfully,
Your obedient servant,
AMOS KENDALL.

P. E. THOMAS, Esq.
President Baltimore and Ohio Rail-road Company.

OFFICE OF THE NEW JERSEY RAIL-ROAD AND TRANS. CO.
Newark, November 21, 1835.

SIR: Mr. C. S. Dickerson, of this place, the gentleman who was delegated by the citizens of Newark, to represent their views and wishes to

your Department, on the subject of the mails, has laid before our company your letter to him, stating the terms on which you are willing to contract with the New Jersey Rail-road and Transportation Company, for the carriage of the mail, and as it directly involves an understanding with our company on the subject, I am instructed to communicate our views to your Department.

The New Jersey Rail-road and Transportation Company, as its name imports, was projected, and has thus far been faithfully and perseveringly prosecuted, as a New Jersey enterprise, designed to accommodate the public as well by advancing the interests of New Jersey, as in furnishing the safest, most certain, and most expeditious communication across the State. between New York and Philadelphia, on moderate terms. It is believed. that it can with truth be said, that it now largely engages the interests and affections of the community, which is increasing with the extension of the road across the State. As a part of the original design, and as a grateful return for the patronage receiving and to be received by our work from the inhabitants on the whole route, and especially as a great accommodation to the citizens of the cities, towns and villages on the line, who are now greatly incommoded, our company are desirous (aside from the compensation) to carry the United States mails across New Jersey, between New York and Philadelphia.

The subject has frequently been under the consideration of the board, and the conclusion we have invariably come to, has been, to contract with some individual or company of individuals, who had the control of the entire line, for our portion of the distance, and hence we have on all occasions so expressed ourselves to persons who designed making proposals, assuring all, without entering into specific details, that they might confidently rely on liberal and honorable terms from our company. We would respectfully suggest to your Department, whether this mode would not relieve you from much vexation, and ensure more uniformity and direct co-operation of the different parts of the mail route. If, however, your Department, from a more intimate knowledge of the details of the carriage of the mails, should prefer a separate arrangement directly with our company, we would ask some explanations of your proposition. The printed proposals speak of two mails, the day and night mail, as they are usually styled; which of those mails do the Department wish carried on our road? and whether any arrangements are to be based upon this contract with reference to the other mail? that is to say, whether one hundred dollars per mile each way will also be given for the second mail?

It would be gratifying to our company to have as early an answer from your Department as practicable, in order that we may make every necessary preparation in season, should a contract be made with our company.

I am, very respectfully,

Your obedient servant,

JOHN P. JACKSON,

Secretary of the New Jersey Rail-road and Trans. Co.

Hon. AMOS KENDALL, *Postmaster General.*

P. S.—As I am personally acquainted with the Secretary of the Navy, I would respectfully refer you to him, and please to direct your letter to me at New York City, to the care of E. Townsend, Esq. No. 47, Merchants' Exchange.

OFFICE OF THE BALT. & OHIO RAIL-ROAD CO.
November 23, 1835.

RESPECTED FRIEND: Thy communication of the 19th of the present month, was this day received, and was immediately submitted to the directors of the Baltimore and Ohio rail-road company.

The board having deliberately considered the proposal therein made for carrying the mail between the cities of Baltimore and Washington, at the rate of one hundred dollars per mile, or four thousand dollars for the year, deem the offer to be so far below the actual cost and inconvenience to which such an engagement would subject the company, that they do not feel at liberty to accept the same, and they have instructed me to make known this conclusion to thee.

The expense of constructing the rail-road between those cities, has unavoidably involved a very large expenditure of capital, arising from the general unevenness of the district over which the line passes; and the cost for repairs and maintaining a moving power on all rail-roads, is, upon experience, ascertained to be much higher than was formerly anticipated. While, therefore, this means of communication secures all the facilities that can be desired, as regards safety, speed, and certainty, the expense of accomplishing these objects is such, as to put it out of the power of this company to transport the mail between Washington and Baltimore, at the desired speed, for the price offered by the Department.

I am, very respectfully,
Thy friend,
P. E. THOMAS,
President, B. & O. R. R. Co.

AMOS KENDALL, Esq. *Postmaster General.*

POST OFFICE DEP'T. NORTHERN DIVISION,
November 25, 1835.

SIR: Your letter of the 21st is before me. The offer of the Department, made through Mr. Dickerson, of one hundred dollars per mile for a daily mail on the New Jersey rail-road, referred to the great daily mail to be transported from New York to Philadelphia and back, leaving those cities in the evening and arriving in the morning—the mails to be delivered to and received from the agents of the company at their depots. The miles to be computed, in reference to compensation, only one way—so that the compensation for conveying the mail from Jersey City to New Brunswick and back (supposing the distance to be 31 miles,) would be $3,100 per annum. To this offer, a direct and immediate reply is requested.

A proposal from the company for transporting the day mail, which is to run every day except Sunday, and which is to leave each city in the morning, will also be considered. It should be remarked, that this service is esteemed to be of far less importance and expense than the other.

Respectfully,
Your obedient servant,
AMOS KENDALL.

JOHN P. JACKSON, Esq.
Secretary of the N. J. R. R. & T. Co.

P.S. The Postmaster General reserves to himself the customary right of changing the hours of departure and arrival, but in doing so, the conve-

nience of the company would be taken into consideration. This circumstance is mentioned, because it is in contemplation to arrange the running of the mail on the great line from Washington to the northern cities, so as to fling the transportation on your road in the day time instead of the night.

NEWARK, *November* 28, 1835.

SIR: Your letter of the 24th reached me this morning. The directors of the New Jersey Rail-road and Transportation Company have considered its contents, and instruct me to reply that, for the reasons mentioned in a former communication, they are desirous of carrying the mail, without exclusive reference to the compensation, and although they deem the price offered inadequate, yet, for the sake of public convenience, and with the view of enlightening themselves, by experience, upon a subject of which they are to a great extent ignorant, they agree to accept the offer of your Department in the manner proposed by your letters, for the term of one year from the 1st day of January next. That is to say, the N. J. R. R. & T. Co. will carry the great daily mail from Jersey City to New Brunswick, for one year, on the terms proposed, fixing the contract, however, as mentioned in your letter to Mr. Dickerson "for so much of the road as may be completed on the 1st of January, to be extended along the whole line, at the same rate, when it shall be completed." The New Jersey rail-road will be completed, and in use to Rahway, by the 1st of January next, and our company are willing to guaranty the transportation of the mail to that place, at that time. The extension of the rail-road to New Brunswick will be prosecuted with all possible vigor, as is ensured by the obvious interests of the company, it being now very nearly graded and ready for the laying of the rails. In the allottment of the time to our rail-road company, they wish an allowance for the present, of three hours from the time fixed for receiving the mail at Jersey City, for transporting it to Rahway, and four hours to New Brunswick: they desire this specification of their time, in order that their duties may be defined, and sufficiently extended to enable them to be performed with certainty. This time, our company hope to be able soon materially to shorten, but in the infancy of a work, sufficient time should be reserved for such casualties as are incident to a work in a new and unfinished state.

If, however, it be the determination of your Department to make the contract for four years, this company will agree to carry the great mail (singly,) according to the conditions offered us, at the rate of one hundred and fifty (150) dollars per mile. Our company offer to take the day mail separately, if it be a less important mail, as observed in your letter, at the rate of seventy-five (75) dollars per mile, but if the transportation of both of the above mails should be given to this company, they will agree to carry them both for the aggregate sum of two hundred (200) dollars per mile.

It is understood by our company, that by the new arrangement for transporting the mail, there will be no detention of the cars at the post offices on the line.

I am, very respectfully,
Your obedient servant,
JOHN P. JACKSON,
Secretary of N. J. R. R. & T. Co.

Hon. AMOS KENDALL, *Postmaster General.*

ORGANIZATION OF THE POST OFFICE DEPARTMENT.

POSTMASTER GENERAL.

1. The duties of Postmaster General are prescribed by law.

2. A journal will be kept in which his official acts will be entered.

3. Extracts from this journal, containing such information as may be useful or interesting to the public, will be published from time to time.

4. All drafts for the payment of money will be drawn by the Postmaster General.

5. He will, from time to time, prescribe rules and regulations which will govern the administration of the Department, in subordination to the constitution and laws.

6. No regulation prescribed by him will be construed to have any retrospective effect.

7. No special decision given by him, on any account, will be construed as a precedent authorizing the allowance of any other similar account.

8. No usage will be introduced or regarded in the settlement of accounts, or other business of the Department, which is not founded on express law, or lawful regulation.

THE ASSISTANT POSTMASTERS GENERAL.

9. The duties of Assistant Postmasters General will be purely ministerial.

10. In reference to their duties, the United States and Territories will be divided into two divisions.

11. The southern division will be composed of the District of Columbia, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Tennessee, Kentucky, Indiana, Illinois, and Missouri, and will be under the superintendence of the senior assistant.

12. The northern division will be composed of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Pennsylvania, Ohio, and Michigan, and will be under the superintendence of the junior assistant.

13. The assistants will each designate a principal clerk.

14. They will, in their respective divisions, receive all applications for changes in post offices and postmasters, for the establishment of new post offices, and the appointment of new postmasters, prepare each case for the decision of the Postmaster General, and see that each postmaster gives adequate bonds, according to law, and renews them as occasion may require.

15. They will watch over the manner in which postmasters, in their respective divisions, perform their official duties, investigate complaints against them, and guard against abuses of the franking privilege, and in the articles sent by mail.

16. They will arrange all mail routes in their respective divisions, prepare advertisements for mail contracts, compare and analyze the several bids, submit them to the Postmaster General for decision, cause the contracts to be executed, receive and prepare for submission all applications for changes of mail routes, for an extension or curtailment of service, and changes in compensation of contractors.

17. They will watch over the manner in which contractors perform their contracts, cause reports of their delinquencies to be made to the Department, require explanations, and when the evidence shall be complete, submit the cases to the Postmaster General for his decision

18, All bonds of postmasters, and abstracts of all mail contracts, will be sent to the accountant, when they are returned executed.

19. The duplicate contracts and the proposals will be lodged in the office of the Comptroller of the Treasury, within ninety days after the contracts are made; and, at the end of each month, a report of all additional services, and the compensation allowed therefor, will be made to the said Comptroller.

20. Once in each week each assistant will make report to the Postmaster General of all acts done and entered upon his books in reference to post offices or postmasters, contractors, contracts, or fines, which can originate a new account or affect an old one; which report shall be compared with the journal of the Postmaster General by the chief clerk, and, if found correct, be so certified, and sent to the accountant.

21. All information received by them affecting any account will be immediately communicated to the accountant.

22. After closing all accounts up to 1st July, 1835, the duties of assistants will be confined exclusively to post offices and postmasters, contracts, and contractors; it being the chief object of this arrangement to obtain a systematic, rigid, and unceasing supervision over those agents of the Department in the performance of their several duties.

DIVISION OF ACCOUNTS.

23. The accountant of the Post Office Department will superintend the rendition and settlement of all accounts, and the collection of balances due.

24. He will cause the books of accounts in current use to be closed, as soon as all pecuniary transactions of the Department prior to the July 1st, 1835, can be brought upon them, and the balances struck.

25. He will cause these balances to be adjusted with all possible expedition.

26. He will open a new set of books, upon which will be brought the income and expenditures of the Department from and after the 30th June, 1835.

27. Arrearages which may be paid out of revenue subsequently accruing, will be reported by the accountant, paid by drafts drawn by the Postmaster General, and charged to a general account, entitled "Arrearages," and all overpayments previously made, so far as they become available in discharging claims of a subsequent date, will be credited to the same account.

28. The accounts of the Department will be so kept as to exhibit the entire revenue of the Department from each source of income, quarterly, and the entire disbursements for each object of expenditure.

29. Postmasters' accounts will be closed quarterly, by payments to contractors, deposites in banks, or otherwise, as the Postmaster General may direct.

30. The accounts of contractors will be closed quarterly, by payments from postmasters, and by drafts on deposite banks.

31. When a contractor has completed the collections he may be required to make from postmasters, and his receipts are received in the Department, the accountant will report the condition of his account to the Postmaster

General. If any thing be due to him, a draft in his favor shall be issued; which, after having been registered by the chief clerk, shall be transmitted to the accountant, who will charge and forward it to the contractor.

32. The deposite banks will be instructed to pay no drafts, (other than those drawn by the treasurer to close accounts up to 1st July, 1835,) which are not drawn by the Postmaster General, and certified as being charged by the accountant.

33. Incidental accounts, other than such as appear in the quarterly accounts of postmasters, will be settled and reported by the accountant in the same manner as contractors' accounts.

34. The accounts of postmasters, who may be creditors to the Department, will be reported and paid in like manner.

35. Contingent accounts will be allowed by the accountant, and all checks drawn for their payment will bear his approval on their face, and none other will be paid by the bank.

36. The basis of all accounts will be found in the bonds of postmasters, the abstracts of contracts of mail contractors, and others, the reports from the ministerial divisions, the authorized agreements and acts of the chief clerk and superintendent of the building, the regulations of the Postmaster General, and his special decisions, all which will constitute the accountant's guide.

37. As often as required, the accountant will lay before the Postmaster General the condition of the bank accounts, and the amount of drafts on each bank which may be outstanding and unpaid.

38. The solicitor's office will constitute a portion of the accountant's division, and be subject to his supervision and control.

39. It is the object of this arrangement to separate the business of settling accounts from the ministerial duties of the Department entirely, and this object will be kept steadily in view in the construction of every order and regulation of the Postmaster General.

MISCELLANEOUS DIVISION.

40. Mail depredations, the duties appertaining to dead letters, the delineation of maps, the transmission of blanks and of mail locks and keys, the messengers, the superintendent of the building, and such other persons as may be appointed or employed to render any service not falling within either of the foregoing divisions, will be embraced in the miscellaneous division, and be under the superintendence of the chief clerk.

41. All agents employed to investigate mail depredations will be under his direction; but they will also obey any instructions which may be given them by the assistants, which have reference to the business of their respective divisions.

42. He will, with the approval of the Postmaster General, make all contracts for mail bags, mail locks and keys, the printing of blanks, and for furnishing any other article, or rendering any service which properly belongs to incidental expenses, and will send the contracts, or an abstract of them, and of every other agreement, from which an account may originate, to the accountant.

43. The superintendent of the building will, under direction of the chief clerk, make all purchases of stationery, office furniture, and every other

rticle for the use of the General Post Office, properly chargeable to the contingent appropriation, and will employ all guards and workmen, and superintend them, together with all repairs to the buildings, fences and grounds.

44. The heads of the several divisions will inform the superintendent, from time to time, of all furniture, blanks, blank books, or other articles needed in their respective divisions.

45. The superintendent will receipt for all articles purchased, and certify to all services rendered, chargeable to contingent; and without this receipt or certificate, no bill will be allowed or paid.

46. The superintendent will hand over to the chief messenger, all the stationery purchased, and charge it to him in a book.

47. The chief messenger will charge in a book the amounts of stationery delivered by him, from time to time, for the use of the Postmaster General, the heads of divisions, and each clerk, or other person in the service of the Department, and quarterly report the amounts received by each, to the Postmaster General.

48. No perquisites will be allowed to any one in the service of the Department. All furniture, waste paper, and every thing else of value, not useful or used in the service of the Department, as well as every other refuse article, will be delivered to the superintendent, who will, if it cannot be made useful, exchange it for other articles that are so, or cause it to be sold and the money deposited to the credit of the Department.

49. The chief clerk will continue to sign, as treasurer, all drafts upon postmasters and banks, necessary to close the business of the Department up to 1st July, 1835; provided they do not produce an entry on the new books; and with the completion of this service, the functions of treasurer will cease.

GENERAL REGULATIONS.

50. The heads of divisions will study to simplify and systematize the business of their respective divisions, so as to perform it with as few clerks and as little expense as possible. To this end they will, from time to time, suggest to the Postmaster General such changes as may appear to them to be useful.

51. Punctual attendance, at their proper stations, will be expected from all in the service of the Department, during office hours, and at other hours when requested.

52. If any clerk or messenger desire to be absent during office hours, he will obtain leave from the head of his division.

53. Persons in public employment, cannot be too scrupulous in refraining from the use of public property for their own benefit or emolument. The Postmaster General would look upon the appropriation of the furniture or stationery of the Department to the private use of clerks, messengers, or their families, or its sale for their own private emolument, as a breach of morality and law not to be tolerated.

54. It is the duty of all in the service of the Department to see that others regard the Post Office law as well as themselves. The Postmaster General will expect them to report all breaches of those laws which may come to their knowledge; and he will regard it as an unpardonable offence in any one of them, not possessing the franking privilege, to ask or accept a frank from any one, to cover his private correspondence.

55. No officer, clerk, or agent of the General Post Office will receive any present of value, or any pecuniary favor, from any contractor or other person having business with the Department; and when travelling on mail lines, they will insist on paying their stage, rail-road, and steam-boat fare, like other citizens. Future disregard of these injunctions will not be overlooked.

56. All regulations incompatible with the foregoing are rescinded.

The Postmaster General looks to all those under his direction and control, for a cheerful and vigorous co-operation in the management of the business of the Department, by which they will not only render an essential service to their country, but assuredly promote their own happiness, and extend their individual reputation. It will give him pleasure, and it is his fixed purpose, to advance, as occasion may offer, all such as by their industry, fidelity, and correct deportment, may give character to the Department, and enable him to discharge honorably the important duties with which he is entrusted.

This organization will take effect, and these regulations will be enforced, from this date.

AMOS KENDALL.

POST OFFICE DEPARTMENT,
7th July, 1835.